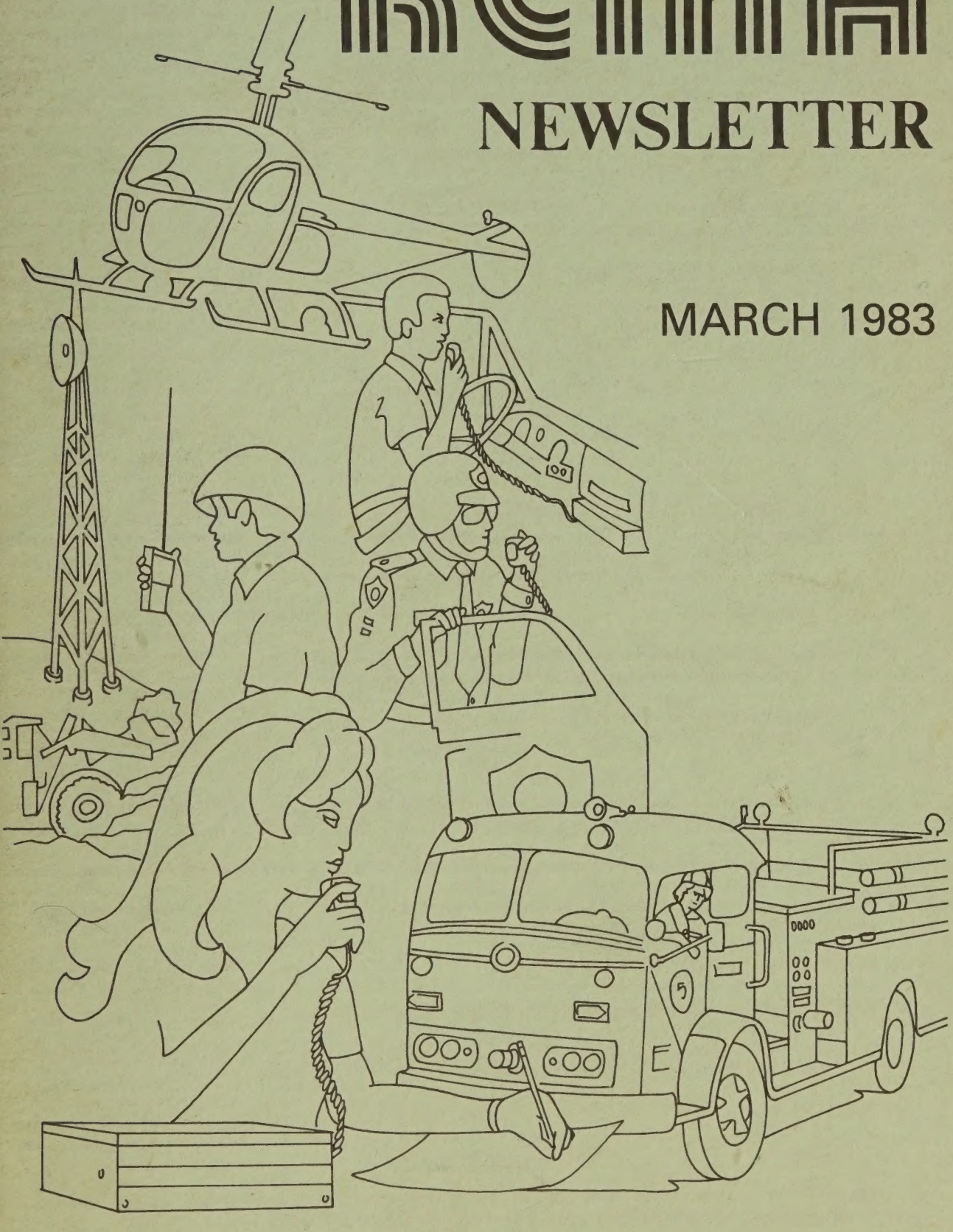
RCMA

NEWSLETTER



MARCH 1983

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 13602, St. Louis, MO 63138

RCMA NEWSLETTER
Issue 84 March 1983
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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted © . Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. Eric Christensen CALA045 Presiding
--Meetings tentatively scheduled each third Friday of the month--

February 18 FRIDAY 8 P.M. Tour

CALTRANS Operations Center.
120 S. Spring Street Los Angeles.
Talkin channel 144.330 the Gordo channel

March 18 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

Guest Speaker Gene Hughes CALA006 Editor Police Call
The man whose frequency lists are sworn by more than sworn at.

April 15 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

General Sharing Session. Everyone is to bring some to share with the group.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

Visitors are welcome but please confirm the date in advance.

Saturday	March	5, 1983	1:00 PM
Saturday	April	23, 1983	1:00 PM
Saturday	June	11, 1983	1:00 PM
Saturday	July	30, 1983	1:00 PM
Sunday	August	28, 1983	Picnic / Field exercise
(write or phone for details about this fun day)			
Saturday	September	24, 1983	1:00 PM
Saturday	November	12, 1983	1:00 PM

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Southern New England Scanners Club is forming

Contact Maurice Dandeneau RI 017 401-828-1641
P.O. Box 7052, Warwick, RI 02887

ANNOUNCEMENT

Some interested members in Austin and myself (Ken Pehl, TX-3) have tentatively begun planning an RCMA Texas State Convention. Plans are extremely tentative at this time but plans are to hold the convention (an all-day affair with picnic lunch, social get-together, frequency list swapping, and possibly a Dutch treat dinner) in Austin sometime in June of 1983. The date is still open and can still be changed to suit the majority of those interested. The actual meeting site and other details are yet to be determined, depending largely upon the response we get from this initial notice. RCMA members, their families, guests of RCMA members, out of state RCMA members, and even interested non-RCMA individuals, if they so choose, are encouraged to attend and enjoy the Central Texas atmosphere. Austin was chosen as the gathering site due to its almost ideal central location to most points of the state.

Your RCMA Public Safety-South Central regional editor has been persuaded (reluctantly) to act as interim co-ordinator for this event. So as to avoid any misunderstandings, I will not serve as permanent co-ordinator. My reasons are simply lack of time and the impracticality of co-ordinating all the work from this location. So now, in order to test out and prepare for the possible turn out such a gathering would produce, we are asking for all interested parties to send in a note indicating the number of people interested in this idea and the number of people interested in actually attending this function. We also ask that you include a self-addressed stamped envelope, which will be returned with an announcement giving the exact location and further details once these are decided upon, based upon the response that this notice produces.

One last thing, I want to emphasize that this will be an informal get-together with frequency list swapping and plain getting-to-know-each-other socializing to be the event of the day. We don't want to give anyone the idea that this will be a boring speech/monologue type meeting. If the appropriate site can be secured this may even turn into a picnic type of function. If possible we are going to try to locate near a copying service.

Send your notices and SASE to: Ken Pehl (TX-3), 108 East Centre Street, Fredericksburg, TX 78624. Mark the lower left hand corner of your envelope to me with "State Convention".

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
Aug - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-82 back issues are now available at $1.50 per copy.

The following categories of postal rates are new. Please read carefully.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1.00
$ 5.50 - $10	$2.00
$10.50 - $15	$3.00
$15.50 - $25	$4.00
$25.50 - $35	$5.00
Over $35	$6.00

Send your request & check or money order (made out to RCMA) to Secretary Bill Ell:
2831 Hermanos St.
Pasadena, CA 91107

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

This month's combination column is going to appear under the heading of Thoughtwaves, but it contains thoughts belonging to you and me. I am going to use a different format in order to get as many reader ideas as possible into print. For the first time I have had to really EDIT the mail. Most of the letters I received this month were long and seemed to be the result of serious consideration by their authors.

As you might guess, I had reached the point where I couldn't believe that anything new could possibly be written about the "Sensitive Frequency Issue." Some of these members proved me wrong. While I have had to condense much of the correspondence, I hope that I have managed to get across the individual concerns and the unique thoughts of these members.

Two of our members; Mr. Edward J Ryan (CA-AL-001) and Mr. Arthur Kimball (IL-195) brought up the issue of taping and exchanging tapes. I quote from Mr. Ryan's Mailgram: "Refer 1982 December Issue, Low Band Skip, page 22, second paragraph from the bottom. If that is not a flagrant violation of Section 605, I do not know what one might be!"

Mr. Kimball's letter states at the outset that he has no solutions, but he has tired of seeing letters which completely ignore the basic issues and are little more than personal complaints. He points to inconsistencies in the policies of RCMA, stating as an example the printing of requests for tapes in the Contact/Info columns. He was particularly incensed by the July, 1982 "Below 30" column which he terms "an abomination. If there were things in there that no one should see...the article should have been re-written... not CENSORED (or did someone want the FCC to see what "good boys" we were being?) I am not, repeat NOT calling for the publication of sensitive frequencies. I am simply saying that if we are NOT going to publish certain frequencies...let's not make a big deal out of the fact that we aren't doing it."

He asks the justification for not publishing certain federal frequencies...and publishing repeatedly all police department frequencies (including tactical ones). "Does anybody have any idea how many shoplifters have gotten away because they heard the security people talking about them on the radio? Or how many burglars made good their escape because they knew the cops were coming? Or how many police officers might be (or have been) shot because somebody knew they were coming?"

"My point is that I feel the RCMA stand is hypocritical. We are not going to print some frequencies NOT because we feel an obligation to protect anyone...that is OBVIOUS. We are not going to print them because the Federal Government has the clout to DO SOMETHING ABOUT IT...and for no other reason. (If I'm wrong...I'd like to see a defense of my questions in the above paragraph.) If I'm right...let's cut the baloney and ADMIT IT!)"

"As of now, every single frequency allocated by IRAC is classified. Does this mean we are no longer going to have a Government/Military column? I'll be interested to see what stand RCMA takes on this...because although it has been said facetiously several times, it is absolutely true that technically the Weather Service frequencies are now classified!"

"We need to take a good hard look at our basic policies and be honest with our members about why we are doing what we do...and

then be CONSISTENT with our policies. I guess what I'd really like to see is a statement from the officers saying "look folks.. we don't like this any better than you...but Uncle Charlie is going to slap our hands if we don't cool it, so that's the way it is... not a bunch of baloney about being 'responsible' because other RCMA policies prove that it just ain't so!"

A letter from Edward Robert Sirovy (IL-004) makes the point that "RCMA's policy is the only legal policy and must be adhered to if we want a club." He doesn't understand "what is behind the continuing series of letters opposing RCMA's policy on sensitive frequencies." He wonders if some of these individuals "would like to see RCMA put out of business by the Federal Government."

"Federal law enforcement frequencies (the few that there were then) have not been released since the early fifties. They have been classified for decades. The only exception was Federal operation on local non-federal Frequencies for local co-ordination. Now, in a shotgun approach (they're too lazy to sort them out) all frequencies in the Government Master Frequency File have been classified. Those frequencies, where there is a need for civilians to know, will be published in appropriate publications such as those published by the FAA, NOAA, etc. Industrial users who have clearance and a need to know will be given what they need. Otherwise, the frequencies are subject to the Official Secrets Act and disclosure by or to unauthorized persons is subject to the heavy hand of Federal law. And that is that!"

Mr. Sirovy states that it makes no difference if others publish that material and get away with it....WE have been warned! Our officers and contributing members could suffer heavy fines if we don't obey the laws and our "club treasury could not tolerate a trial court challenge, much less a trip through the Appellate and Supreme Courts. The name of the game is survival of the club and survival of the hobby," says Mr. Sirovy. "Let's stop this baiting already!"

From Greg Griffin comes a statement of his belief that "RCMA and its members should know better than to publicize freqs which might compromise agents. The policy of not printing sensitive freqs is a sound one and there should be no argument from the membership."

And finally, people...(Have we truly said it all now?) a letter from our International Editor, Rickey Stein, on a subject much nearer to the soul of RCMA....the treatment of our membership contributors.

To The Editor:

I would like to respond to Gardner Lorimer's (NY-975)letter in the January 1983 issue of the Newsletter.

I realize that some members may indeed be reticent to submit material as you noted. In fact, they should not be. The prime reason for the organization's existence is to serve the membership and this is accomplished in many ways. I believe that the formost of these ways is the privilege of any member to see his or her information in print. It is not important if the information covers the dogcatcher of the Boro of Moose Breath or the entire police operation of the City of New York. Each of the foregoing pieces of information is important to someone and deals with an aspect of radio monitoring-one of the goals of the organization.

This is not a high-powered, exclusive monitoring club with membership by invitation only. We are an eclectic membership, open to all, with many wideranging interests. The backbone of our organization is the individual member, and to deny any member his or her right to share information via the Newsletter would be the deathknell of the club.

"Print ready" information is nice but it should not be a pre-requisite for publication. Do expect, however, more of a delay if the editor has to type or retype your submission. If it is illegible, don't expect to see it at all.

If you have a complaint that you can't settle with a particular editor, please notify the Board of Directors. Remember, we serve at the pleasure of the Board and are here to serve the membership.

Rickey Stein
International Editor

I hope that Rickey's response is one that could be written by any of our editors, and I would only add that a contributor should try to make sure that what he sends in is up-to-date and valid, for it is impossible for our editors to recheck everything.

I thank each of the people who took the time to send in a letter. You wrote my column this month! I will be existing in a state of total suspense to see if I have actually read the "Last of the Sensitive Frequency Letters". Whatever might be on your mind concerning our hobby is of interest to me, so keep writing!!!

Finally, try as I might, I can't keep my Thoughtwaves from turning toward a certain pink package delivered in Oswego on December 27th. By the time this makes print, she'll be an old lady, but I just heard today, and I just have to say: WELCOME ALICE ARENDT!! And may the rest of you older folk enjoy.....

Happy Hunting,

Ginny

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

ANARC Convention 1983

July 15,16,17,18 1983 Westpark-Best Western Hotel
Rosslyn, Arlington, VA

The hotel is located accross from D.C.'s Georgetown, and is directly on the Metro line. Rates will be $45.00 per night, single, or $22.50 each for a double room. For more information send a SASE to WADXA, 606 Forest Glen Road, Silver Springs, Maryland, 20901, U.S.A.

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

Southern California Dxers (SCADS) have tentatively scheduled 12 February for an all day meeting. For more information send SASE to Don Schmidt, 3809 Rose Ave, Long Beach, CA 90807 (213) 424 4634 evenings

A new club list is available for a SASE from ANARC Publisher, 1500 Bradbury Drive, Whittier, CA 90601

RCMA MEMBERS -

The RCMA Newsletter has the following editorial columns vacant:

Aircraft
Technical Topics

We have also had a volunteer for the Beginners' Corner column. Hopefully, the new editor will have his material for the April '83 issue.

To those of you interested in the two columns listed above: please send your qualifications to Assistant Editor Ginny Slick, 1 West Potomac, Williamsport, MD 21795.

Carol Ruth
Managing Editor

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:
Larry Smith, 1223 Vinsetta Blvd., Royal Oak, MI 48067.

HELLO TO ALL AND WELCOME TO ANOTHER COLUMN OF BUSINESS & ETC. THIS MONTH WE WILL COVER ROAD COMMISSIONS FOR THE STATE OF GEORGIA SENT IN BY LARRY [GA-009] AND A LIST OF VARIOUS SERVICES BY JOE MD-015] NOW LIVING IN FLORIDA. IF ROOM PERMITS WE'LL SEE SOME OTHERS TOO.

OUR FIRST LIST IS FROM LARRY [GA-015] AND HOPE YOU APPROVE OF ME ADDING IN THE FREQUENIES ON THIS LARRY AS IT DID TAKE SOME WORK IN DOING SO. SEEMS THE SOUTH IS GETTING SNOW THIS YEAR SO WILL MAKE FOR INTERESTING MONITORING WITH YOU HELP ON A FINE JOB WELL DONE. THANKS FOR YOUR EFFORTS!!

GA Hwy Dept.

	Call Sign				
ALBANY	KIV369	47.40	47.32		
APPLING	KRV427	151.085	47.40	47.32	47.30
ATLANTA	KUB726	151.085			
ATLANTA	WRA315	47.32	47,24		
BLAIRSVILLE	KAY583	151.115			
BUCHANAN	KNAQ599	47.32			
BUTLER	KLU319	47.40	47.34	47.32	
CAIRO	KLU320	151.07	47.40		
CARNESVILLE	KFT463	151.115	47.40		
CARTERSVILLE	KDL93	954.9			

Business, Etc., continued

CARTERSVILLE	KLL641	47.40	47.34	47.32		
CLARKESVILLE	KYQ472	151.115	47.40			
CLERMONT	WQV726	47.40				
CLEVELAND	KYQ471	151.115	47.40			
COLQUITT	KBM637	151.115	47.40	47.32		
COLUMBUS	KFO836	151.07	47.40	47.34	47.32	
COMMERCE	KYN885	47.40				
CUTHBERT	KBM639	151.07	47.40	47.34	47.32	
DALTON	KZF894	151.07	47.32			
DARIEN	KIZ586	151.085				
DUBLIN	WXT643	151.085				
ELLIJAY	KUN500	151.07	47.32			
FOREST PARK	KIL918	151.10	151.085	47.40	47.34	47.32	47.30
GAINESVILLE	KIQ368	151.115	47.40	47.32		
GAINESVILLE	KTQ267	151.115				
GLENNVILLE	KAY929	47.40	47.32			
GLENNVILLE	WXP377	151.085				
GRIFFIN	WQW847	151.07	47.34			
HAPEVILLE	KGR289	151.085	151.07			
HENDERSON	KAU323	47.40	47.34	47.32	47.30	
JESUP	KIL544	47.40	47.32			
JESUP	KIZ585	151.085				
LAFAYETTE	KLY890	151.07	47.32			
LAGRANGE	KWO315	151.07	47.34			
LAKELAND	KBM638	151.07	47.40	47.32		
LAURENCEVILLE	KAW650	151.115	47.40	47.34		
LOUISVILLE	KWM776	47.30				
MADISON	KSZ368	151.085	47.40	47.32	47.30	
MARTINEZ	WXK759	151.085				
MCRAE	WXP378	151.085				
MIDVILLE	KTE462	47.32	47.30			
MILLEDGEVILLE	KTE353	47.40	47.34	47.32	47.30	
MONTEZUMA	KYU426	151.07				
ROME	KUQ586	151.07	47.32			
SAVANNAH	KIY224	151.085	47.32			

Business, Etc., continued

SOPERTON	KAW761	47.40	47.34	47.32	47.30
STATESBORO	KDG743	47.32	47.30		
SWAINESBORO	KIV863	47.40	47.32	47.30	
SWAINESBORO	WQW846	151.085			
TENNILLE	KIL852	151.085	47.40	47.32	47.30
THOMASTON	KQN966	47.40	47.34	47.32	
TIFTON	KIQ369	151.07	47.40	47.32	
WALESKA	KBX381	47.40	47.32		
WALESKA	KDL94	958.5			
WALESKA	KWT738	151.07			
WAYCROSS	KWQ472	47.32			
WAYCROSS	WXP380	151.085			
ZEBULON	KIN315	151.07	47.40	47.34	47.32

THE NEXT LIST COMES FROM OUR MEMBER IN LARGO, FL., JOE [MD-015 ON A VARIETY OF TOPICS HE WISHES TO SHARE WITH US. THANKS JOE AND I HOPE YOU ALSO APPROVE OF THE FORMAT.

ONE OF THE MOST DIFFICULT SERVICES WE HAVE TRIED FOR OVER THE YEARS HAS BEEN LOCATING THE BUSCH GARDENS FREQ. JOE SAYS HE HAS HEARD THEM ON 154.515 [KAL-520] IN TAMPA, FL. SURE HOPE THOSE OF YOU HEADING DOWN THERE THIS WINTER WILL FIND THIS A HELP AND I'M SURE JOE WILL BE KEEPING US IN TOUCH WITH OTHER NEAT FINDINGS FOR THIS PLACE. [-] ARE CONFIRMED!!

SECURITY COMPANIES:

461.200	KKM-637	BAY AREA INVESTIGATIORS, LARGO
154.540		CITIZEN'S SECURITY PATROL, LARGO
151.625		GLOBE SECURITY [TAMPA AIRPORT]
461.275		KANE SECURITY, ST. PETE
461.925		SAME
31.000	KVI-976	METRO SECURITY, TAMPA
464.500		SECREX SECURITY, TAMPA
461.375	KAP-386	SECURITY CONTROL, TAMPA
462.000	KUN-925	WACKENHUT, TAMPA
461.800	KNCG-312	WELLS FARGO SECURITY, TAMPA
461.550	KVB-319	HONEYWELL ALARMS, ST. PETE
461.700	WYF-587	ELECTRO PROTECTIVE, ST. PETE
35.960		SAME TAMPA

MALL FREQUENCIES:

464.775	UNIVERSITY SQUARE MALL, TAMPA
464.325	CLEARWATER MALL, CLEARWATER
154.570	SUNSHINE MALL & COUNTRYSIDE MALL, CLEARWATER
464.775	PINELLAS SQUARE MALL, PINELLAS PARK
464.675	TYRONE SQUARE MALL, ST. PETE
461.912	WEST SHORE PLAZA, TAMPA
464.775	EASTLAKE SQUARE MALL, TAMPA

STORE FREQ'S.:

461.025		MAAS BROTHERS
464.012		J. C. PENNEY
151.655		SAME
464.375		BURDINES
464.575		J. BYRONS
151.775		GAYFERS
151.625		IVEYS

HOTELS, ALL LISTED IN TAMPA:

462.875		MARRIOTT
464.675		SAME
463.275		HOLIDAY INN
463.325		HYATT REGENCY
463.425		SAME
463.725		HOWARD JOHNSONS
463.650	WYB-757	CARRIBEAN GULF, CLEARWATER BEACH
462.900	WYU-573	SHERATON SAND KEY, CLEARWATER BEACH

AREA TRANSIT:

452.625	KVP-465	PINELLAS SUNCOAST SERVING, LARGO-CLEARWATER-DUNEDIN [BASE]
457.625	SAME	SAME [MOBILES]
44.600	KCR-569	ST. PETERSBURG TRANSIT
452.700		HILLSBOROUGH AREA RAPID TRANSIT [HART LINE]
452.800		SAME
452.850		SAME

A A A: [ST. PETE MOTOR CLUB] DISPATCHERS:

"EACH TRUCK HAS A LETTER AND NUMBER, IF THERE IS MORE THAN ONE TRUCK TJEM OT'S A LETTER, NUMBER, LETTER. AN EXAMPLE IS: COCHRAN SHELL, DUNEDIN IS P-4 IF THEY HAD 2 TRUCKS, THE SECOND IS P-4-A THREE WOULD BE P-4-B ETC.

150.950	P UNITS
150.905	S UNITS
150.965	M UNITS
150.935	Q UNITS

CODES:

T- 1	FLAT TIRE	T- 7	LOCK-OUT
T- 2	FLAT, NO SPARE	T- 8	ANY OTHER
T- 3	NEED JUMP	X- 3	ENROUTE
T- 4	CAN'T START	X- 4	ARRIVE
T- 5	OUT OF GAS	X-12	CLEAR OF CALL
T- 6	TOW	X-44	OUT OF TRUCK

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906

Numbers

In January, we had an item about the Voice of America QSLing a numbers transmission heard by Terry Krueger on 15652, a VOA relay fq. At the time there was doubt about whether the verification was given blindly, or if VOA was actually admitting it broadcast encrypted messages. The plot has thickened! Glenn Hauser's "World of Radio" show aired Dec 25-26 carried a follow-up: "Now, Ralph Sobkoviak in Plainfield, IL has also verified the VOA for a series of 4-digit numbers in Spanish. He heard this on 11895, which he recognized as a Voice of America frequency, so he sent to them for a QSL card. Two weeks later, one came back verifying VOA on 11895, 0020 GMT November 25, Greenville, NC, signed by Wayne Green. So it seems the Voice of America is not only transmitting coded messages--even within the shortwave broadcast bands--but is acknowledging that it is doing so. We would still like to know: WHY?"

I tried to call Wayne Green at VOA, but because this is moving-time for them (new offices in the Health & Human Services North Building), I couldn't get through.

Numbers transmissions are not hard to find. In fact, if you wanted to, you could probably spend an entire evening listening to nothing but them. Problem is they change frequency and time pretty often. I made a list of all numbers transmissions reported in the SPEEDX "Utility Scene" in the 2nd half of 1982, all the info given by "Havana Moon" in Monitoring Times, plus my own recent intercepts--put 'em all together in one time-order list I thought I'd publish here. But when I checked the list against what was on the air just after New Year's, I found that there were more numbers on unlisted than on listed frequencies! And so rather than publish a list of questionable value, I thought it might be interesting to look more closely at a single evening's loggings from early January, as a random-sample portrait of the phenomenon:

At 2240Z, 7.532 USB had groups of 5 digits in German (female voice) ending at 2248. Oddly enough, Ferrell's Confidential Frequency List lists this fq as used by Interpol stations in Europe and Asia for CW; USB for radiotelephone out of Malta (9HC32A).

At about 2300 to 2311Z, 14.419 (AM) had groups of 5 digits in Spanish (female), with a loud steady tone lasting about 45 seconds after a minute of silence after the message.

From there I tuned to 11.532 AM, joining Spanish 4-digit groups in progress. This signal was much weaker than 14.419. 99 groups, repeated. The Red Woodpecker sat right on this frequency during both transmissions--6 times during the repeat. "Fin" at 2328, then 25 seconds of silence, followed by electronic "throbbing" (probably digital data) for 1 minute. Throb rate: 100/minute. Throb rhythm broke at the end; throbbing still audible at much lower level (as though being fed to another antenna) for several minutes more.

After dinner, 9.074 AM found parallel to 11.532 AM. Tuning in at 0105Z, "517" in Spanish being repeated 3 times, followed by "1234567890" once; this repeated til 0108 then 10 short tones. "Grupo: 175" said twice followed by (presumably 175) groups of 4-digit Spanish numbers. Groups repeated after 1st recitation, "Fin" at 0138Z. Mike-handling sounds after 15 sec. silence. Thirty seconds later, electronic throbbing once again, exactly as in the earlier intercept on 11.532, but this time 240 throbs until an abrupt halt at 0141Z. After a bit of silence, there was a series of heterodyne-like rising tones and mike-handling sounds.

At 0207Z, 9.270 AM was found reciting groups of 5 digits in German (female), each group repeated before going to the next. Each individual number was said the same way each time, suggesting that the message was composed electronically using voice-loops rather than being recited. The voice was definitely not the same as that heard on 7.532 about 3 hours earlier. "Ende" at 0213, followed by a Morse Code "N" (-·) 5 times, then "Grupa: 45" twice, then the groups again. "Ende" at 0220.

9.325 AM joined in progress at 0240 with German numbers in groups of 5, possibly the same female heard on 7.532. "Ende" at 0245, followed by a 10-second tone.

"545" repeated in Spanish for 6 minutes ending at 0308 on both 9.074 and 11.532 AM. This followed by 30 seconds silence, then by the same type of electronic throbbing as heard earlier on these channels, only fading out after about 45 seconds. Staying with 9.074, I then heard a series of slow, faint rising het-like tones. May have only a coincidental relation to the transmission--but similarity to those heard around 0140Z suggests otherwise.

Below 30 MHz continued

Finally, I caught 3 minutes of Spanish numbers in groups of 5 on 4.035 AM, ending with "Final, Final" at 0333.

I've given a bit more detail about these broadcasts than is usually published so you can get a clearer picture of the number of variables involved in the mystery. What with the regular transmission of digital data streams--presumably to someone with access to a computer--the nature of numbers broadcasts seems to be shifting. Since it is widely suspected that some of the earlier-style transmissions were decoys, it seems possible that some of the newer-style ones are, too. As for which are which, that's a question I'll gladly leave for others!

Where to look for numbers: The bands most successfully fished in 2nd half of 1982 were (in descending order, ranked by numbers of intercepts reported in SPEEDX): 9.0 - 9.5 MHz; 5.5 - 6.0; 11.5 - 12.0 (because of 11.532's presence mainly); 7.5 - 8.0; 4.0 - 4.5; and 3.0 - 3.5. Most-reported individual frequencies were: 4.670, 5.135, 5.812, 5.938, 7.445, 9.074, 9.266, 9.450 and of course 11.532. Best times are on and just after the hour, in the evenings.

Equipment

Two new receivers made a big splash this winter. The Trio-Kenwood R-2000 boasts an impressive array of microprocessor-based features, including 10-channel memory, dual 24-hr clocks, memory-scanning, programmable band-scanning, fluorescent digital display, 3-rate digital VFOs for tuning (50, 500 or 5000 Hz steps), etc. There's a built-in noise blanker, a 2-position AGC switch (slow/fast), a 4-step RF attenuator (0/10/20/30 dB), 3 filters (6kHz wide or 2.7kHz narrow on AM, 2.7 automatic on SSB, 15kHz automatic on FM), plus a squelch circuit usable in all 5 modes (AM, FM, USB, LSB and CW). Covers 150 kHz to 30 MHz in 30 bands. For more details, write to Trio-Kenwood Communications, 1111 West Walnut St., Compton, CA 90220. I haven't seen this model yet myself. The info just presented comes from an ad sent by Ron Pokatiloff, who's just bought himself the other splash, an ICOM IC-R70. Larry Magne called the latter "the best performing receiver we have tested in the under-$1000 price category, whether for listening or DXing, in the shortwave, mediumwave or longwave bands... Unfortunately, it is also the hardest to operate of any set..." (Shortwave Listeners Digest, Radio Canada International, 19 Dec 82) I haven't seen the ICOM yet either, but I gather it's hard to operate because the controls are so small (the whole set is small; it's designed as a portable) and there are certain awkward oddities in the design. Larry Magne again: "The ham standard of USB above 10 MHz and LSB below that frequency has been made automatic. If you wish to tune the reverse of this pre-ordained arrangement, you have to push an exception button before depressing the normal SSB button, then manually offset the receiver 3 kHz via the tuning knob. Such an exception does not register in the memory [the memory is actually just a second, independent VFO circuit]... Another nuisance is the MHz tuning arrangement. A pair of elevator-type up/down buttons is used, as on the R-2000. However, unlike the R-2000, the R70's push-buttons must be depressed once for each MHz of rise or fall..." The IC-R70 has fully-synthesized tuning from 100 kHz to 30 MHz in steps of 10, 100, or 1000 Hz. Two useful features for digging out elusive channels are a variable-width pass-band filter and a notch; this set has both.

Excerpts from Ron Pokatiloff's hands-on response to his IC-R70: "S-meter: true, good action, easy to read. AGC: excellent, slow-fast-off. Noise blanker: 2 widths, cuts "woodpecker" about 60%, but sometimes not effective... Pre-amp: excellent, low noise, switched. Attenuator: one step, 20 dB, poor choice... Squelch: not many signals brake the squelch, needs good antenna, for long-term monitoring of strong ute stations. Tone control: good range... Main tuning knob: best movement, can be easily adjusted... Notch: very good, 30 dB. Pass-band tuning: very effective, a better pass-band filter can be installed for $160; only good in SSB mode, should be modified for AM in the future... Selectivity: outstanding. Sensitivity: excellent. AM: bassy, powerful, good. Exalted Carrier SSB: the best! audio better on ECSSB on this rig than on AM on most other sets... Stability: no drift whatsoever! ... Comparing the ICOM with the Drake R7 in general user categories: AM: R7 better... ECSSB: ICOM better... Ute listening: ICOM better... Broadcast DX: R7 better... Ute DX: Drake's pass-band setup makes for easy scanning of signals; however, ICOM is better on CW... It's probably a tossup. Ham monitoring: ICOM better..."

Ron's comments illustrate why the IC-R70 has caused such a stir: performance comparable to the widely-admired R7, at half the price, plus portability! For details, contact the Electronic Equipment Bank, 516 Mill St. NE, Vienna, VA 22180 (toll free: 800-368-3270).

I'm glad Ron likes his ICOM--because to finance it he sold me his R7! Luckily, I had just sold my car, so when his offer came, I had the $$ to take advantage of it. What a receiver! I've had it about a week and can't keep my hands off it. The R7 has already been amply reviewed elsewhere, so I won't rant on. Thanks, Ron--for much more than your review!

Few people write me for eqpt info, which is good since my knowledge is very limited in that area. Better to ask Harold Sellers, head of the ANARC DX Equipment Committee, 3 Camrose Crescent, Scarborough, Ontario, Canada M1L 2B5. As a central depository service for all ANARC clubs, he maintains files on new products (old ones, too), specs, published reviews, and ordering info. Copies of anything on file can be had for the cost of photocopying (you might send $1 with your request). Harold will also answer questions if the questions are specific, within his sphere of competence, and you've enclosed a SASE with your request. And he edits a monthly column in the ANARC Newsletter called "The Marketplace Report", which is always worth a read.

Just Three More Inches, Carol!

Speaking of ANARC, you may know that I'm heading the new ANARC Over-the-Horizon Radar Committee. We could sure use some more help—right now—in research. Get in touch via the address in this column's cap. An occasional newsletter describing the activities & findings of the Committee is being published: Backscatter can be had for free if you send as many SASEs as the number of issues you wish to receive. My guess is there'll be 4 - 6 issues in 1983. Outside US, send 2 IRCs for each issue instead of a SASE. Because of Backscatter, I won't be saying much about OTH radar in the "Below 30 MHz" column...unless there's really big news.

RCMA SpaceComms editor Larry Van Horn needs help finding new Soviet space telemetry signals in the 19.0 - 20.5 MHz band. They sound like CW but aren't. To make it easier to pick 'em out, he wants to gather maximum info about all non-voice signals monitored in that band. Get in touch with him if you can contribute. You may have seen the "60 Minutes" segment 2 years ago about the British high school science teacher whose classes routinely intercept and decode these Russian space transmissions; apparently they're only "lightly encrypted". Larry's address is in his column's cap.

Next month: lotsa frequencies, believe it or not! Look out Drake, here I come...

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:
Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Welcome to the March Canada column. It seems rather strange saying that as I am typing this on the first day of 1983. I didn't think it was possible but I managed to make it through the first term. The next term promises to be really wicked. I know now that I had it easy last term. My last exam was on Dec 23, meaning that I had 2 days to do all of my Christmas shopping. Tight, really tight.

As of today, my account on the university computer has closed, ending my play time. Miriam, the friend I was helping with the programming assignments, was very generous after she finished her last assignment. In appreciation of my help, she gave me the use of her account to play with. It was much more fun playing with two accounts. I was sending mail to every user of Multics. Of course I used Miriam's account for that, I did not want my name on those messages. But now, all the fun is over.

Due to the lack of a proper filing system and the lack of maintenance time, the filing system I use to keep track of my letters, frequencies, and most importantly column contributions, has totally crashed. Actually it is not that bad. It is in need of a revamp. Column contributions are still intact, so don't stop sending material in. If the columns over the next few months are a little disorganized (I mean more disorganized than usual), please bear with me.

For the first item this month I have a list of B.C. RCMP channels. The VHF channels are used in the B.C. Interior. The subdivisions using these frequencies are Cranbrook, Kamloops, Kelowna, Nelson, Prince George and Prince Rupert. The new frequencies are in service in all areas except the lower mainland and Vancouver Island. The Fort Nelson area will be switching soon. The list comes from Harry (CAN-074).

A. 139.245(R)/138.525in
B. 139.410(R)/138.675in

Canada continued

C. 139.590(R)/138.885in
D. 139.320(R)/138.585in
E. 139.500(R)/138.765in
F. 139.560(R)/138.825in
G. 139.530(R)/138.795in
Tac 1. 139.080(S)
Tac 2. 138.945(S)
Tac 3. 139.140(S)
Tac 4. 139.215(S)
Tac 5. 139.185(S)

For the Vancouver Island area, Harry also provides the list below. The subdivisions covered are Victoria and Courtenay.

A. 140.400(R)/141.570in
B. 140.370(R)/141.540in
C. 140.310(R)/141.510in
D. 140.610(R)/141.660in
140.385 141.560
Tac 141.150(S)
Tac 2 141.180(S)
Tac 141.210(S)
Tac 141.240(S)
Tac 5 141.300(S)

As for the lower mainland, a real mixed bag of frequencies are used. The only common one is Tac 1, 139.080. I won't even try to make a list of them.

Guy(CAN-031) has sent in another list of OPP channels that will be used when their new system comes on line.

140.970	Avonmore
"	Balderson
"	King City
"	Mount St Patrick
"	Oak Height
"	Plantagenet
"	Primrose
"	Rockcliffe
"	Streetsville
"	Summit
"	Whitby
141.195/139.185	King City
" "	Mount St Patrick
" "	Toronto
141.300/139.950	King City
" "	Mount St Patrick
" "	Simcoe
" "	Wyoming
141.360/139.260	Ancaster
141.360/139.215	Whitby
141.390/139.470	King City
" "	Mount St Patrick
" "	Simcoe
" "	Wyoming
141.405/139.095	Balderson
" "	Oak Height
" "	Summit
141.435/139.155	Essex
141.450/139.200	Rockcliffe
141.495/139.290	Avonmore
" "	Streetsville
141.555/139.320	Primrose
141.630/139.260	Balderson
" "	Oak Height
" "	Summit
141.675/139.350	Primrose
141.690/139.455	Essex
141.705/139.110	Streetsville
141.720/139.485	Whitby
142.365/138.345	Plantagenet
" "	Streetsville
142.665/138.645	Streetsville

We are again indebted to Guy for this list. I will continue with the last half of his list next month. My typewriter is starting to give off weird noises everytime I hit one of the keys, (It really protests against the letter w) so I'd better cut this short. Next month I will publish a traveller's guide to the Alberta Forest Service and the B.C. Forest Service. This should be seen in time for the start of the fire season this summer. For those of you who are interested you can look up the January 1981 and June 1981 issues of RCMA. In my columns in those newsletters I printed some good information on the Ontario Ministry of Natural Resources. These communications can be quite interesting, especially when a thunderstorm is rolling through the area. On that note I will leave you until next month.

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember -- those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164 --

WANTED: Cassette tapes of EMS/Paramedic traffic and TV show "Emergency". Will supply tape and return postage for both. Also needs frequency range of TV translators. (11-26-82)
RICH AVERY (CA-AL-020), 350 S. 400 W. #3, Richfield, UT 84701

CONTACT AND FREQS WANTED: This member would like radio frequencies and other radio data from other RCMA members, especially those from Louisiana. Would also like to form a local radio club in his area. (11-26-82)
DAVID FULLER (LA-031), Route #2, Box 156-A, Bogalusa, LA 70427 // 504/732-9903 (No collect calls please)

MISSOURI/ARKANSAS FREQS: Member who resides on the border of these two states would like frequencies and radio codes for the southern half of Missouri and the northern half of Arkansas. Also would like federal, military and unusual freqs for the same states. (12-2-82)
RANDY GRIMES (MO-077), Rt. 1, Box 128, Pontiac, MO 65729

INFO/FREQUENCIES WANTED: This Canadian member would like to swap information and frequencies from other fellow Canadian RCMA members, and would specifically like info on police and federal agencies. Especially wants to hear from members living in borders--Quebec, Maine, Vermont, New York, New Hampshire. (12-3-82)
MICHEL LECOMPTE (CANA-017), Box 33, St. Sauveur, Quebec City P.Q., Canada GIK6V7

IDENTIFICATION NEEDED: Attention members bordering Wisconsin, especially Iowa: Need licensee name and location for callsign KTN720 on 156.060. This is believed to be a highway maintenance or construction repeater input control station which may identify as "Construction 24". (12-14-82)
CARL GUSE (WI-54), 110 Riverview, Mayville, WI 53050

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By Nathan Young

RCMA #FL-021

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FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

I've got a three month backlog of stuff to report on, so without further ado ....

The FCC has allocated 40 new channels in the 929 to 930 mHz band for one-way paging by eligibles in any of the Industrial, Land Transportation and Public Safety services. Ten of the channels will be reserved for Private Carrier Paging Systems, private companies offering paging service and equipment similar to SMRSs at 851 mHz. Four channels will be reserved for wide-area or regional paging. All frequency assignments must be selected by the use of a frequency coordina-tion committee or by field study. Any type of paging will be allowed on any channel (tone only, tone/voice, digital) and there will be no loading standards per channel. It is assumed that the use of frequency coordinators will maximize use of the available channels and ensure shared use of channels by compatible users (since, for example, tone-only paging requires far less air time and can accomodate many more users on a frequency than tone/voice). One mHz (930-931 mHz) will be held in reserve for future paging use by either the Private services or RCCs. (See p.49, July column.)

Also, the Commission released a first Order on Reconsideration in the Common Carrier allocation for paging at 931-932 mHz. (Sept. column.) They reaffirmed their decision (in another case) that no showing of need is required for an applicant's first frequency, but is required for any additional frequency(ies). Some carriers had argued that all applicants should have equal access to 900 mHz paging frequencies, that existing carriers (in other bands) shouldn't have to demonstrate need to obtain these new channels. The FCC also eliminated the Overlap rule and set a strict 40-mile separation between transmitters to determine whether an applicant is applying for an additional channel in the same general area (for which he must show need) or whether he is applying for a different market. Still to be resolved are questions concerning policies for wide-area, or network frequencies.

Part 90 was amended to allow use of the 72 to 76 mHz band for Fixed transmitter control links by licensees in the Auto Emergency, Manufacturers, Telephone Maintenance and Taxicab Radio services. These were the only four Land Mobile services not previously allowed use of the band for remote transmitter links.

And eighty new channels were allocated for the radio control of models in the 72 mHz band. These new frequencies are offset 10 kHz from the existing Fixed Service channels. The 50 channels from 72.01 through 72.99 (with .02 mHz spacing) will be for model airplane use only and the 30 channels from 75.41-75.99 are for any surface model. FM modulation will also now be allowed. The existing, shared 72 mHz radio control channels (72.08, 72.16, 72.24, 72.32, 72.40 and 75.64) will be withdrawn for R/C use after five years.

There were a number of recent amendments to the Amateur Radio Service rules which may be of interest to scanner listeners. First, the Commission is allowing the use of any type of digital emission on frequencies above 50 mHz (except the A-1 -only (CW) bands, 50.0-50.1 and 144.0-144.1 mHz). Prior to this only Baudot and ASCII were permitted. The permissible bandwidth was increased to 100 kHz in the 220 and 440 mHz bands and for frequencies above 1215 MHz, there is now no bandwidth limit. In the 6 and 2 meter bands the maximum bandwidth is now 20 kHz, with a maximum sending rate of 19.6 kbits a second.

Another amendment allows the use of FØ emission in the 6 meter band. Since FØ emission is a steady carrier with no modulation, it is for all practical purposes the same as AØ emission, which is permitted. But the Rules did not specifically permit it in that band.

New rules were added that now specifically apply to "beacon" stations, amateur stations that usually transmit a CW signal for

indication of propagation characteristics (skip). The maximum power permitted is 100 watts and unattended, automatic operation is now allowed. Station identification must be made at least once a minute. Beacon operation must be confined to the bands 28.2-28.3, 50.06-50.08, 144.05-144.06, 220.05-220.06, 222.05-222.06 and 432.07-432.08 mHz. The original proposal listed 28.08-28.10 mHz, but this was changed at the request of the American Radio Relay League (ARRL) and others. An FCC Engineer-in-Charge has the authority to order cessation of operation of a beacon station causing interference.

And finally, the Commission has provided a temporary allocation in the new 10 meter band, which was allotted at the 1979 World Administrative Radio Conference. General, Advanced or Extra class amateurs may use CW only in the 10.10 to 10.15 mHz band, on a secondary, non-interference basis. The exception is the band 10.109-10.115 mHz, which is still reserved for "ongoing government operations".

The FCC has amended Part 15 to classify coin-operated video and arcade games as Class A (Commercial) devices instead of Class B (Residential). Class A computing devices must meet less stringent requirements for RF radiation than those used in homes, where the potential for interference is greater. This change was in spite of numerous cases of interference to police and other communications on low-band, to TV reception, the 6 meter ham band and even to a 163 mHz US Border Patrol station. The arcade game industry asserts that advances in microprocessor technology have significantly reduced emission levels. The FCCs attitude is that the Class A emission limits are better than no limits at all. They indicate that if further complaints result, they will move to impose the more restrictive Class B limits.

The Commission has amended its amendment in late 1981 of Part 15 regarding revised emission levels for unlicensed remote control devices. Transmitters in wireless home security systems will now be allowed to transmit a "polling" signal for one second once an hour. The original Order only allowed one five-second transmission in eight hours. They denied ARRL's petition to specifically exclude the Amateur Radio bands from the permissable frequencies for these devices, but added a warning in Part 15 for manufacturers of these units to avoid any of the frequencies used by higher-power services. Most unlicensed radio control devices presently operate in the 225 to 400 mHz band, since it is relatively quiet in metropolitan areas.

Changes to Part 87 will no longer require aeronautical stations to keep logs of all Public communications on HF or keep records of transmitter frequency measurements. The Commission decided these requirements place an undue burden on licensees and that the records are seldom if ever used for any enforcement purpose.

Temporary licensing has been instituted for aircraft stations in the Aviation services. As with temporary licensing in a number of other services, the applicant completes and retains a temporary authorization form at the time he files his license application. The aircraft tail number is his callsign.

At the request of the FAA, the Commission has amended its Rules to allow use of the frequency 122.05 by air carrier aircraft as well as by private aircraft. This will allow the FAA to utilize the frequency for an additional enroute flight advisory (Flightwatch) channel, since the present channel (122.0) is heavily used in many areas. Also, the frequency 122.775 mHz will be available for use by general aviation aircraft for communications with airport maintenance facilities, refueling vehicles, etc. while on the ground. Previously, aircraft tended to use unicom frequencies for these purposes. 122.775 is the last unassigned frequency of the 25 kHz channels allocated in 1977. Since many general aviation aircraft do not have 25 kHz channelling, the frequency 122.85 (a multicom frequency) is also being assigned for ground use on a secondary basis.

Licensees in any of the Public Safety services will no longer have to obtain a separate license to operate speed detection devices (radar). They may now operate radiolocation equipment under the provisions of their land mobile license. So that the Commission will have a vague idea of the use of these frequencies, licensees will have to indicate the number of speed detection devices in use when their license is renewed. (Every five years.)

The Commission has revised the filing dates for applications in the new Cellular mobile telephone service. They have found that they cannot keep up with the number of applications so far and are expecting

more applications for even the smaller markets than they originally anticipated. The filing date for the second thirty-largest markets was changed to Nov. 8, 1982 and for markets 61-90 March 8. The deadline for all other markets will be June 7. AMPS, Inc., the AT&T subsidiary, appears to have been granted assignments for the wireline carrier block of frequencies in many cities so far, but the non-wireline block in many cities have a number of applicants and comparative hearings will be held to determine the most qualified licensee. These include the non-wireline carrier blocks in the cities of Boston, Buffalo, Chicago and Pittsburg, so far.

An amendment to Part 74 (Broadcast Auxiliary) changes the "Grandfather" clause relating to STL stations in the 942-947 mHz band. The rule states the Studio-to-transmitter (STL) links licensed before July 10, 1970 may continue to operate. The phrase "pending a decision as to their disposition through a future rulemaking proceeding" was added. The 942 to 947 segment of the 942 to 952 mHz STL band was reallocated for future land mobile use in 1970. It remains unallocated but a number of STL stations continue to use frequencies in the band. A proposal is being considered now to allocate 48 new STL frequencies near 2 gHz. In this same proceeding, the Rules were changed to allow "system licensing" of TV Auxiliary Mobile stations, so that one license may be issued for any number of mobile stations instead of individual licenses for each ENG transmitter, as had been the case.

There were a couple of other actions taken recently, not by the FCC, but by Congress. One was contained in the Omnibus Budget Reconciliation Act of 1982 and reduces the size of the FCC from seven to five commissioners. The commissioner whose term expired in June, 1982 (Washburn) was reappointed for one year. His office, and that of the commissioner whose term expires June 30, 1983 (Fogarty), will be abolished. Likewise, the maximum number of commissioners that may be of the same political party becomes three, instead of four. Ostensibly this was a cost saving move, but in reality may have been caused by disagreement between the Administration and some members of Congress over selection of Washburns replacement.

And a number of amendments to the Communications Act of 1934 were made and signed September 13. There were provisions relating to the financial interests of FCC members and employees and to salaries. Another change is to Section 154 and provides for the voluntary services of Amateurs in administrating Amateur Radio operator examinations. (The Commission has already moved to change its Rules to allow for the administration and grading of Amateur exams by holders of higher grade licenses.) Also under Sec. 154 are new provisions which allow amateurs and CBers to act in a voluntary capacity as monitors (in their respective services) and to report rule violations to the FCC. They will also have the authority to issue advisory notices to apparant violators. A change to Section 302 now allows the FCC to set minimum performance standards for home electronic equipment. This has been talked about for years (since the CB boom) and will give the Commission the authority to set minimum receiver standards (no doubt through Part 15) to reduce their susceptibility to TVI or RFI.
A holder of a Radiotelephone license need no longer be a US citizen and the FCC has already moved to amend Part 13 to allow grant of such licenses to "persons found to be qualified ...and legally eligible for employment in the US". An amendment to Section 307 allows the FCC to change its rules to eliminate licensing in the Radio Control and the Citizens Radio Service. In mid-December the Commission released a proposal to do just that, which I'll detail next month. And with some changes, the Commission will make another attempt to institute a lottery system in a number of services for competing applicants for the same frequency.
A new Section 331 was added that for the first time acknowledges that land mobile services exist and that the FCC shall improve spectrum efficiency "and reduce the regulatory burden on...users" and that they shall "increase interservice sharing...between land mobile services and other services". (TV Broadcast?) It also provides formal recognition for use of frequency coordination committees and states clearly that land mobile licensees (including SMRSs) are deemed not to be common carriers and are regulated solely by the FCC (not by any state regulatory agency, such as a public utility commission). Section 605 was changed to exempt "transmissions from ships, aircraft, vehicles or

persons in distress" from the privacy of communications provisions. (Only ships were mentioned before. Don't ask me why.) And, besides the Broadcast services and Amateurs, the privacy provisions now also exclude CBers from the prohibition against divulging or utilizing the contents of their radio communications.

I'll cover recent proposals next month, although some of them won't be too recent by them.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and [redacted] questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

F. B. I. R A D I O

Seeks to Thwart Spies and Other Eavesdroppers

Hi! That is the story header many of you have seen in papers around the country around the beginning of January. This particular one is from the NEW YORK TIMES, January 2, 1983. The dateline of this Associated Press story that has been so widely published around the country is Washington, D.C., Jan.1. It begins:

> Radio station KGB-770 transmits to a restricted audience in the nation's capital: agents of the Federal Bureau of Investigation, criminals and Soviet spies. The transmitter is operated by the Washington field office of the F.B.I. to communicate with agents in the streets. The call letters KGB were picked as a grim joke . . . "We know the Soviet K.G.B. is listening to every word."

The subject of the story is a Justice Department request for $12 million last year to put full coded digital transmission radios in several (named) field offices, and goes on to say "with three more years of roughly equal spending, the F.B.I. would be able to replace all its 15,000 radios with coding transmitters."

This rather large expenditure at a time of economic hard times indicates how aware government agencies can be about their frequencies being learned and distributed and being monitored by anybody "willing to pay $300 for an FM radio scanner." William A. Bayse, head of the F.B.I. Technical Services Division, "said his bureau's frequencies were also disclosed 'in little off-beat commercial documents' that sell for $5 at electronic stores."

I want to thank the more than dozen members who sent me copies of the same story that appeared in papers coast-to-coast. It points out the strong lobbying effort going on to render our scanners totally useless. If you haven't encountered digital transmissions, merely open your squelch so you hear background noise and that's a pretty good example of exactly what it sounds like.

Those of you who feel R.C.M.A. is not doing you a service because we try to avoid sensitive frequencies perhaps can now see visible evidence that the government does indeed fear the general "curious citizen" as much as spies, newspeople, criminals and the K.G.B. Whether or not the fear is justified, they are going to attempt to be totally secure from listeners. And many other federal agencies are following along.

We who have enjoyed all types of federal monitoring over the years are going to pay the price for those among us who cannot resist the temptation to show off what they know by passing around material that should have been handled very discretely. Those who used to monitor Air Force One traffic on HF noticed sadly how high level traffic literally disappeared after the widely publicised Haig phone patch with the President. Now it is transmitted on a satelite system with (to us, at least) an unbreakable scrambling system. Thank you, Jack Anderson . . . And when newspaper stories appeared regarding Florida area Drug Enforcement traffic, it changed frequencies and reappeared digitally scrambled. And I hear of other examples too often.

If it isn't already too late, many of us ask those of you who talk a little too freely about our hobby -- please, be discrete. Don't tell everything you know to your local news media. A law enforcement agency does not like to receive phone calls from newspeople asking if the bust has gone done so they can run it on the newscast that is starting right now. That happened to an agency here in Chicago several days before this writing. And the comment was made by one of the agents that when the new system is in full operation that won't be a problem anymore. And, he's right . . .

Enough gloom! Just, please, try to resist the temptation of boasting or making a few bucks and ruining it for many others.

DAVE (CA SF 025) and CLIFF (CA AL 029) have this joint contribution and "would like to challenge other members to provide additional information, confirmation and/or corrections." They would "also like to see more UNIT RADIO IDENTIFIERS if possible."

EAST/WEST BAY AREA, MILITARY/GOVERNMENT INFO:

PROVIDED BY-- DAVE CA SF025, CLIFF CA AL029

#1 N.A.S. ALAMEDA:

USAGE:	FREQUENCY:	UNIT RADIO IDENTIFIER:
TRAFFIC SECURITY	149.075	ATI-8, ATI-9
SECURITY	149.125	50 series, 70 series
FLIGHT LINE/FIRE/MED.	140.100	----
PUBLIC WORKS	138.625	----

#2 NAVAL STATION TREASURE ISLAND:

SECURITY	148.975	----
FIRE	148.300	----

c/o station 1 (T.I., HQ., COMMUNICATIONS CENTER) E-1 and T-1
station 2 (Y.B.I.) E-2

#3 U.S. ARMY PRESIDIO SAN FRANCSICO:

SECURITY	148.600	UNITS 1 thru 9= RANKING OFFICERS UNIT 10= FIELD SUPERVISOR UNITS 11 thru 29= PATROL UNITS 30(series)= TRAFFIC ENFORC.
FIRE	173.460	

c/o 1 station
1 chief
1 van
3 pickups
2 engines

#4 U.S. PARK POLICE (GOLDEN GATE RECREATION AREA)

SECURITY	163.150	800 series
OPERATIONS	164.800	*note
PT. REYES	170.125	----

*note= #990= RESCUE BOAT
#390= RESCUE BOAT
#490= RESCUE BOAT
#991= BEACH RESCUE UNIT
#591= SEARCH/RESCUE UNIT
#491= SEARCH/RESCUE UNIT
#999= AMBULANCE
all other numbers refer to admin., maint., or lifeguard personel

#5	N.A.S. MOFFET FIELD (SUNNYVALE)		
	SECURITY	139.575	----
	SECURITY (?)	141.575	----
	FLIGHT LINE	142.575	----
	MEDICAL (?)	140.050	----
	FIRE	140.250	----
	SUPPLY (?)	139.550	----
	PUBLIC WORKS (?)	140.550	----
#6	CAMP PARKS (PLEASANTON)		
	FIRE #1	150.775	----
	FIRE #2	154.070	----
	FIRE (?)	165.0875	----
	MEDICAL (?)	46.960	----
#7	MARE ISLAND NAVAL SHIPYARD:		
	SECURITY (?)	138.950	----
	FIRE (?)	138.700	----
	PUBLIC WORKS (?)	142.500	----
	PAGING (?)	149.370	----
	PAGING (?)	150.400	----

(column continued on next page)

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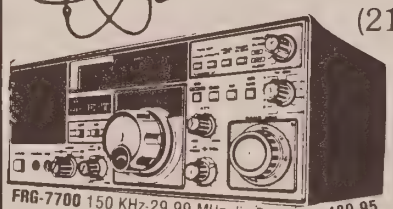

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International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

FREEPORT, GRAND BAHAMA ISLAND: A QUICK FOUR DAY LOOK

By the time you read this, my quick Bahamian vacation will be good memories, a fading suntan, some slides, and of course, several sheets of frequencies. Scribbled on both sides of a large scratch pad, the great majority of these stations remain unidentified. This was our first trip in several years and when my wife surprised me with this holiday present- a chance to get away from everything for four days- I was ready. So off we packed, bathing suit and Bearcat in hand.

Curiously enough I had just received a letter from a member asking for information about Bahamian frequencies. I really couldn't help at the time. I could only suggest areas of possible activity, the very areas I set about searching through.

One of the first things I noticed on landing in Freeport was the general absence of radio antennas outside of the airport area. (I used to think that I was the only one who checked out the antenna situation, but after talking to a number of other members, I realize that there others out there who do the same thing.) Freeport is not the metropolis that you might believe it to be- 4 strips of stores around a large parking lot-that's it. I didn't allow this to deter my efforts. The next step was to check out the taxi radio, and once at the hotel, to search thoroughly through the bands looking for active frequencies. Well, it seemed that the number of transmissions aside from taxicab activity was directly proportional to the number of visible antennas and inversly proportional to the speed at which the native population moved. Sometimes I think we are spoiled. Living in a metro area such as NYC or LA where there is so much radio traffic, ID's can be a bit easier, if only for the increased use of a frequency. More transmissions, more chance to hear a clue that will give a lead to an ID. Coming to a place such as Freeport, you immediately realize that it's going to take a bit of luck to <u>make</u> the stations.

Let me briefly summarize what I found (or rather didn't find). I found no low band VHF or UHF/UHF-T activity. I found no 2-meter amateur activity. I did locate the police frequency, but not the fire channel. I was not able to get close to a police car to check out the radio. Most of the transmissions heard were short and difficult to understand. This was due to the Bahamian accent and the tendency of the speakers to slur. In dealing with the Bahamians face to face, it was difficult to understand some of what they were saying and next to impossible when they spoke among themselves. There was an additional problem. It seems that no one held down the transmitting button until after they began talking and they frequently released it prior to concluding. This was particularly true of the taxi dispatchers. Radio procedure is generally poor and makes for frustrating monitoring. There were security guards in each of the larger hotels, each with a VHF HT. I was not able either to locate the frequencies of these units (I never saw them being used) or talk the guards into letting me look at the radios (..I sell them in the States..). So these freqs. will remain a mystery until the next RCManiac lands in Freeport.

Next month, a listing of frequencies.

.....

Can any member supply the ACTIVE police frequencies for the following New Jersey communities:

Allentown Cranbury Plainsboro

Until next month....פורים סמח ופסח סמח

LOW BAND SKIP
Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:
Mike Britt, 14631 Yorba Street, Tustin, CA 92680

Greetings!

The month of March may hold a few final small peaks of F_2 skip, however, by April, the daily solar-related skip common during the winter months will probably have diminished below a level worthy of mention. There is little doubt that by mid-April, the coast-to-coast F_2 skip will be completely gone until Autumn.

What to expect this Spring and Summer

In terms of distance, don't expect much. Some TransEquatorial skip will be heard, although it will be greatly deminished from the excellent quality of the South-North skip present during the Fall and Winter. For the United States, those in Southerly locations may expect to pick up those Argentina pagers on 32 MHz during the summer, however, at best, the signals will be fading and broken. Don't expect to hear anything above 35 to 36 MHz from South America until the F_2 returns, probably in September.

On the bright side, however, Sporadic-E skip will be on the rise from now until Autumn. So, it's time again to pay attention to the weather forecasts to see from whence you might catch some"stormy skip". Keep in mind that the distance of the average Sporadic-E (Es) skip is from 500 to 1,500 miles - about half the distance of the average F_2 skip.

Unlike F_2 skip, Es skip is not limited by the Maximum Usuable Frequency, and so will be found on higher freqencies quite often. Remember too, that you may receive Es skip at any time, day or night, although late morning and late afternoon seem most common. Such skip may last anywhere from a few minutes to several hours.

I recommend that you select a freqency from the 39 MHz Police band, program it into your scanner, and forget it (the frequency, not your scanner). Go about your normal monitoring (whatever that might be), and if a different accent suddenly is heard from that stored frequency, it is time to check other freq.s for skip.

Intercontinental Skip

Several members have sent cassette tape recordings of skip they have received in the last few months, including samples of receptions from Oregon, Illinois, New Jersey, and the United Kingdom. Each of these tapes boast some unusual -often rare- catches, including skip from overseas. There are a couple of languages which I don't even recognize, and so I am now in the process of "running them by" various persons who are familiar with different languages. Some of these may prove quite interesting. I'll let you know as they are identified.

This month, let's take a look at the skip received in Oregon by George (Or-001). From October to mid-December, George was hearing foreign signals from all directions. Among his intercepts were: Russian, including what sounds like markers, repeating messages over and over. These were on 39.66 (10/21 at 17:00+) and 40.49 (11/21 at 16:55PST). Another from the Soviet Union was a breif Russian conversation heard on 34.40 (10/27 at 18:52 PDT-heard again on 11/1 at 16:47PST); French, from Quebec, Canada, including 35.52, 35.82 (IDed as Communications Co. in Montreal), 33.42, 33.44, 33.48(actually on the Ontario side of the Provincial border), 40.06, 40.10,

and 40.12.(I have also received these here in California, as well as a few other French Canadian stations, and I will be presenting a look at low band skip from Canada in an upcoming LBS column); Oriental - several stations, with what may be Korean military on 34.25 and 34.50, and what sounds like Japanese on 39.22 and 39.34. Other Oriental stations which George has received have been on 39.26, 39.30, 39.38, 39.42, 39.46, and 40.85.

So far the only positive IDs from the Oriental language skips have been a broadcast Studio Transmitter Link (STL) from Seoul, Korea on 32.60(5), and a station from the Philippines on 33.52. This last one was some sort of island to island broadcast in a mixture of broken English and Tagalog (one of the official languages of the Philippines, as IDed by a native Filipino). The conversation consisted of a man relaying messages to another station, possibly a telegraph office. This may have been from a hotel or resort, as one of the messages was to be wired to the U.S., with instructions for someone to pick up a couple upon their return to Los Angeles International Airport.

A rather unusual signal which both George and myself have heard is CW on 33.74. This has been coming in during the winter F_2 season for a couple of years now, and one would think it might be another HF image, however, so far, it doesn't appear to be an image of another freq. (at least, we can't find it). It has been traced to a fixed station in Manila, but all the details aren't in just yet.

From South America, George quickly picked up on what apparently is a new Spanish paging station from Argentina on 37.62. I also happened upon this station in September, and at first thought it was from Chile, as two messages I had heard referred persons to phone other individuals in Chile. Closer inspection, however, revealed that this was not the case, Additional broadcasts yeilded several place names from Argentina (Including "Buenos Aires"), and one of the operators has a distinct accent of the Rio de la Plata region. This is most apparent in the statement heard at the begining of each broadcast, "Radio llamda", (which is the equivalent of "Calling Radio" or what we would term "Message radio"), which she pronounces "RAWDEEO ZHAWMATHAW" , the ll being a distinct ZHAW, instead of the YAW common to the ll of Central America (if I am presenting my phonetic sounds correctly, and if you have any idea what I talking about, that is). Unlike the Argentina pagers on 32 and 35 MHz, 37.62 seems to have only a singal station, and the messages are generally of a business nature, rather then strictly medical. Again, this is apparently a well-sited, high power transmission station, used to activate personal pocket paging devices.

George also caught some traffic from the infamous 36.90 repeater on one of the tapes he sent. This one is still confusing, as both Portuguese and Spanish have been heard from it. From all the data I have, it seems that 36.90 must be located in Venezuela, with the Spanish being the "true" traffic of the operation. I think the Portuguese must be skip from the input (which is being repeated just as the U.S. fire skip is). This would indicate that 33.90 (the input frequency to the circut) is also used in southern Brazil. I often wonder how these South American operations select the freq.s they use. Obviously, skip is not one of the considerations!

Finally, a summary of the other skips heard on the tapes from George: 33.16 (R), a cable TV Co. from Aguana, Guam; 34.11, US military, ELE Net, Elmandor AFB, Alaska; 36.14 - this may be Oriental, I'm not sure yet; 38.65, US military, RWI Net, Beason (Vanderbilt Bravo-30 mi. E. of Seoul, Korea); 40.40,40.45, 44.30, 44.325, 44.35, 44.55, all Spanish from Central Am. and/or southern Mexico (details on these later); and 43.10 (R), sugar cane Co., Hawaii.

Many thanks to George for his excellent contributions. (This is really nothing new to George, as some of us may remember that he is the one who got a power Co. from New South Wales, Austrilia on 39.25 one time).

AND MORE REPEATERS

Chuck (Il-141) has been successful in IDing the inputs to a couple more of these South American stations that repeat U.S. skip. These are 41.90 and 40.65, which were repeating U.S. PD and Business (trucking Co.s), respectively. Here is what we now have in terms of foreign stations which have been actively repeating U.S. skip:

OUTPUT	INPUT	LOCATION	TRAFFIC HEARD
33.475	39.475	S.Mexico or Central Am.?	repeats U.S. PDs from 39.48
33.675	39.675	" " " ?	" " " from 39.68
36.87	33.86?(87?)	Unknown	repeats U.S. FDs (distorted)
36.90	33.90	prob. Venezuela	repeats U.S. FDs from 33.90
36.97	33.96?(97?)	Unknown	repeats U.S. FDs (distorted)
40.46	44.94	Venezula/Trinidad	repeats U.S. State PDs44.94
40.65	44.20	" "	repeats U.S. IBs from 44.20
41.62	39.46	" "	repeats U.S. PDs from 39.46
41.90	39.70	" "	repeats U.S. PDs from 39.70

There are obviously several combinations here, the discussion of which I will save for another time. The 40 and 41 MHz ones are all from the same operation, it now seems (remember San Tomé?) Both BIWI-English and Spanish have been heard on

these. It is a large Oil operation. 33.875/39.875 is not included as it does not seem to have the "two way" skip problem that the others do (guarded repeater?).

The F_2 skip peaked on December 17 and 21. On these days 46 MHz fireband skip was present, as well as skip clear up to the U.S. FM Broadcast Band (88-108 MHz). Details about the good skip heard on these dates in next month's column. Did anyone else hear the strange sounding constant carriers on 40.69 and 42.40 in mid-December? The 42.40 transmission was not from the California Highway Patrol, I know that. How about the open carrier on 33.92, or a tracking tone(?)(heard every ten seconds) on 34.97? If so, let me know.

Don't ask about my zip code...it's not a constant carrier, but seems to skip back and forth. 73 until next month,

Mike

photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

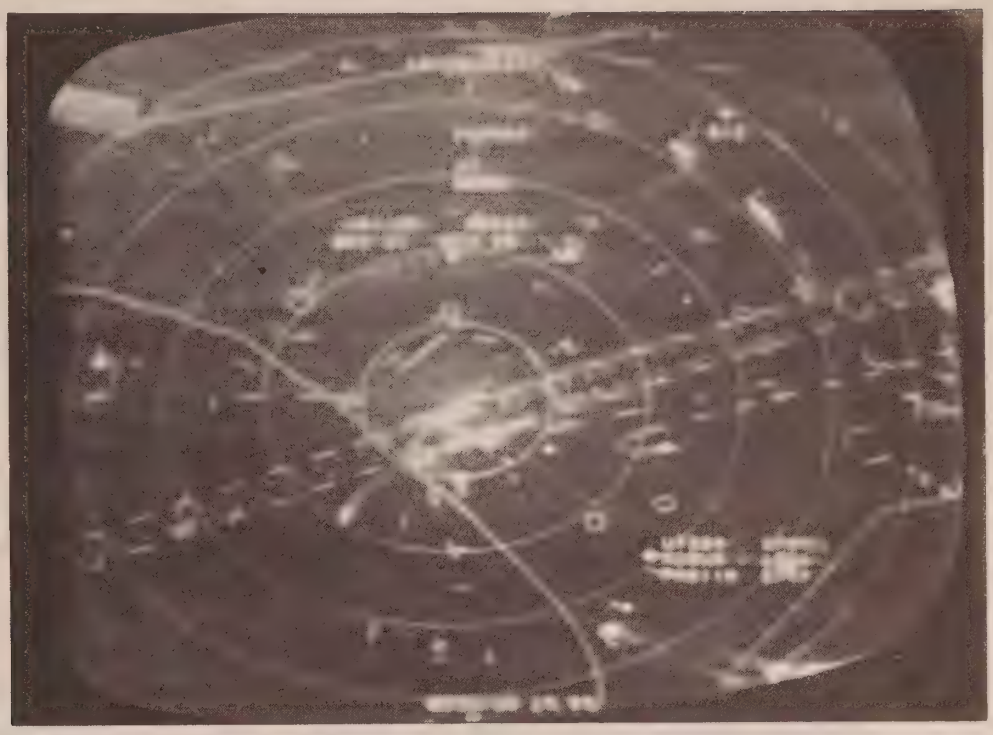
A while back, I was able to take some photos of air traffic controllers at work when the RCMA's Greater L.A. Chapter toured the tower at L.A. International Airport (LAX). Since the FAA uses much the same procedures and equipment for ATC at all U.S. airports, this is the way it looks at your local field also. For obvious reasons, the use of flash was out of the question, so bear with me if things reproduce a bit on the artistic (translate dark) side!

First we see a typical ATC position. Note how the radar display is mounted overhead, where the controller can also look out the windows at oncoming aircraft. Square pushbuttons above his hands allow selection of radio frequencies. Separate channels are used for the north and south runway complexes, with each further divided

Δ = mountain peaks
Ø = Santa Monica VOR

coast line

runway center lines



up for arrivals, departures, ground control, and gate holds. Add freqs for helicopters, approach, and ATIS (Automated Terminal Information Service), and air band scanners are definitely in order.

A closeup of the computer-generated radar display, which is actually produced in the FAA hangar and sent to the tower over dedicated lines, shows the great amount of information available. Written characters identify the "blips" of moving aircraft, and replace the older, manually shifted "flight strips", although these strips are still printed out. The curved line is the Pacific coast.

Next photo shows a ground control position. This job is actually the toughest one at LAX, due to the compact layout of the field and its present construction program. Taxiway closures are common.

Both positions have wind indicators and other weather readouts for informing pilots of conditions. This is also done automatically over the ATIS broadcasts. Tower personnel update the endless tape loops approximately once per hour.

The semi-abstract picture to the immediate left is the remarkable display of the LAX ground radar. Objects as small as street lights show up clearly on the special CRT. The black hole in the center is the shadow of the tower itself, where the antenna is mounted. The dark, vertical lines are the two runway complexes, 24 and 25. Very close examination will show a jet taking off on 25 right, the second runway to the immediate left of the tower. The dark monster at the top is not Godzilla but the hand of a controller pointing this plane out to the RCMA group.

Finally, we see the LAX supervisory console. Logs are kept on the desk, and just above are more frequency buttons. The middle phone handset among those hanging at the right is a direct line to the L.A. city FD crash and emergency crews. Just to its left is a similar one for seagoing rescue units, since LAX is near the beach. The pushbutton phone on the shelf above goes to the nationwide White House PBX, and is used whenever Air Force One lands at LAX.

The LAX construction program involves a second deck for all roads and terminals, plus two whole new terminal buildings. Work is being rushed for completion before the '84 Olympics; meanwhile traffic jams like the one shown are a daily nuisance.

Your hardworking photo editor is now N6HTU, and is sometimes heard on local 2-meter repeaters. Meanwhile, 73 and see you next month.

HYATT

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows -- Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings from the Windy City;

To start this month's column off comes some news items. The first comes from Charles (MI-094), which I will include here due to the text.

The second comes from John (IL-012) - his first real contribution - with news of the Chicago PD and adjoining communities. The program consists of beat cars in 12 CPD districts to be equipped with ISPERN radios to monitor suburban auto theft or felony chase calls. In addition, Chicago police have agreed to install and maintain a Chicago police radio in any of the 32 bordering suburban communications centers. The resulting link would eliminate two or three steps from the old process. As of November 1982, 16 suburbs have accepted the offer with the system complete in eight.

The second half of this offer is unlimited access to the Chicago PD's crime computer at a cost of $7,400 to the suburbs for a computer terminal. Speculation has it that this is NCIC, which most if not all departments already have.

(Ed note: Charles' item appeared in the "Lansing State Journal" on 11-14-82 and Johns' tidbits were from the Chicago Tribune 11-17 & 19-82)

Watch for Betsy

Betsy, one of two immature Michigan bald eagles hatched in the Upper Peninsula has left the Zuabbin Reservoir of western Massachusetts where she was hacked July 29.

She — or he — was spotted in central Vermont on Aug. 3 and again on Aug. 6 20 miles southeast of Ottawa Canada. A flight Aug. 12 to Kingston, Ont. on the eastern shore of Lake Ontario did not detect a telemetry signal which biologists say mean she had moved beyond a 150-mile radius of the Kingston-St. Lawrence River flight path. It is possible she imprinted on the Crystal Falls district of the Upper Peninsula she she was hatched.

The bird can be identified by a dark blue with yellow insert wristlet tag on the right wing. She has a standard U.S. Fish and Wildlife Service leg band and a tail-mounted radio transmitter at 164.587 MHz pulsed at about 77 ppm (778 ms interval. Standard telemetry gear at that frequency should detect an air-to-air signal from an aircraft at 4,500 feet at up to 145 miles.

Persons who spot or hear Betsy — the bird's sex isn't positive — should write Wendell E. Dodge, U.S. FWS, University of Massachusetts, Amherst, MA 01003. Or call (413) 545-2757 or 253-9660.

From Randal (OH-083) comes an update to the Ohio State Patrol Codes - additional (ref Dec 82 pgs 37 & 38):

Code:
26 Contact Dispatcher in Person
28 Car or Post go Signal #2
52 Plane Crash - Pilot Bailed Out
53 Plane In Trouble - Will Crash
58 Suspect In Car
77 Wants & Warrants By S.S.N.
79 Mental/Disturbed Person
88 Officer Needs Help

Thank you Randal for the added material.

Milwaukee WI PD courtesy Gary Grant (WI-???):
F-1 460.075 (10-61) Dispatch Dist 1-3-5-7
F-2 460.225 (10-62) Dispatch Dist 2-4-6
F-3 460.350 (10-63) Squad - Squad Dist 1-3-5-7
F-4 460.450 (10-64) Squad - Squad Dist 2-4-6
F-5 460.150 (10-65) Special Situations Rptr
F-6 460.025 (10-66) Squad - Squad Direct & Tow Away Desk
F-7 460.375 (10-67) Detective Bureau Rptr
F-8 460.475 (10-68) Squad - Squad Rptr
460.200 Open - Low Power
460.275 Special Assignments Squad Rptr
460.500 Vice Squad Rptr
155.640 Tactical Squad Rptr (154.650 in)
159.150 Youth Aid Bureau

Squad Numbers:
One digit squads are Sergeants.
Two digit squads are uniformed patrol squads, with the first digit as district number and the second as squad number.
90 series - Metro Vans (1st dist has two - 90 & 91)
These are kept at the stations until needed.
90R denotes roving on the streets.
100-187 - Detective Squads
118 Holdup Squad - South Side
119 Holdup Squad - North Side
190 Mayor
191 Chief of Police
192-199 Top Bras & Inspectors
200-230 Vice
231-250 Youth
260-270 Supervisors
280 series - Radar Squads
300 & 500 series - Special Assignment Squads
311 & 312 Police Boats
400 Internal Security
600 series - Downtown Traffic
700 series - Tactical Squads
719 Swat Truck
720 Fictitious number to alert all 700 squads.
725 Detective Clarical
800 & 900 Traffic; 800 - 2 wheel,motorcycle, 900 - 3 wheel motorcycle

F-1 & F-2 are used for dipatching assignments. The Mobile Relay is used only during chases or when a squad is giving information on a holdup, theft, purse snatch, etc.

F-3 & F-4 are used to run as a check on plates and wants as well as car to car.

F-5 purpose is to provide coordination among squads involved in with hostage situations, a suspect in a home or business who is wanted or threatened someone, etc.

F-6 Car to car simplex and Tow Request Rptr.

F-7 Detective Bureau.

F-8 Common Repeater.

460.200 Used at parades or other events where the police are there for security and safety. Low Power.

460.275 Special Assignments similar to 460.200, Rptr

460.500 Vice Squad

155.640 Tactical Squads - responding to holdups in progress, large fights, fights with weapons, burglary in progress, etc.

159.15 Youth Aid Bureau deal with runaways, problem children, and problem young adults.

Milwaukee PD "10" Codes:

10-1 Unable To Coy - Change Location
10-2 Signal Good
10-4 Acknowledgement, Message Received
10-6 Busy - Standby Unless Urgent
10-7 On assignment
10-8 In Service, Available
10-9 Repeat Message
10-11 Remain In Service, Subject To Call
10-12 Visitors or Officals Present
10-13 Weather And Road Report
10-16 Conveyance, Pickup
10-17 URGENT, RUSH
10-18 Inquiry - Anything For Us
10-19 Response - Nothing For You
10-20 Location
10-21 Call By Telephone
10-22 Report To _____
10-23 Arrived At Scene
10-24 Finished With Last Assignment
10-25 Disregard - Cancel
10-26 Holding Subject
10-27 Drivers License Information
10-28 Vehicle Registration Information
10-29 Check For Wanted
10-30 Illegal Use Of Radio
10-33 Emergency
10-36 Correct Time
10-40 Silent Run - No Red Light or Siren
10-45 Car Change
10-46 Crew Change
10-47 Car Wash
10-48 School Crossing
10-49 Hourly Report Mark
10-50 Accident
10-51 Wrecker Needed
10-52 Ambulance Needed
10-55 Intoxicated Driver
10-59 Convoy Or Escort
10-63 Switch to Channel 3
10-64 Switch to Channel 4
10-65 Switch to Channel 5
10-66 Switch to Channel 6
10-67 Switch to Channel 7
10-68 Switch to Channel 8
10-70 Fire Alarm
10-76 False Alarm
10-79 Report Progress On Fire
10-86 Plant Job
10-94 Give A Test
10-99 Records Indicate Wanted Or Stolen

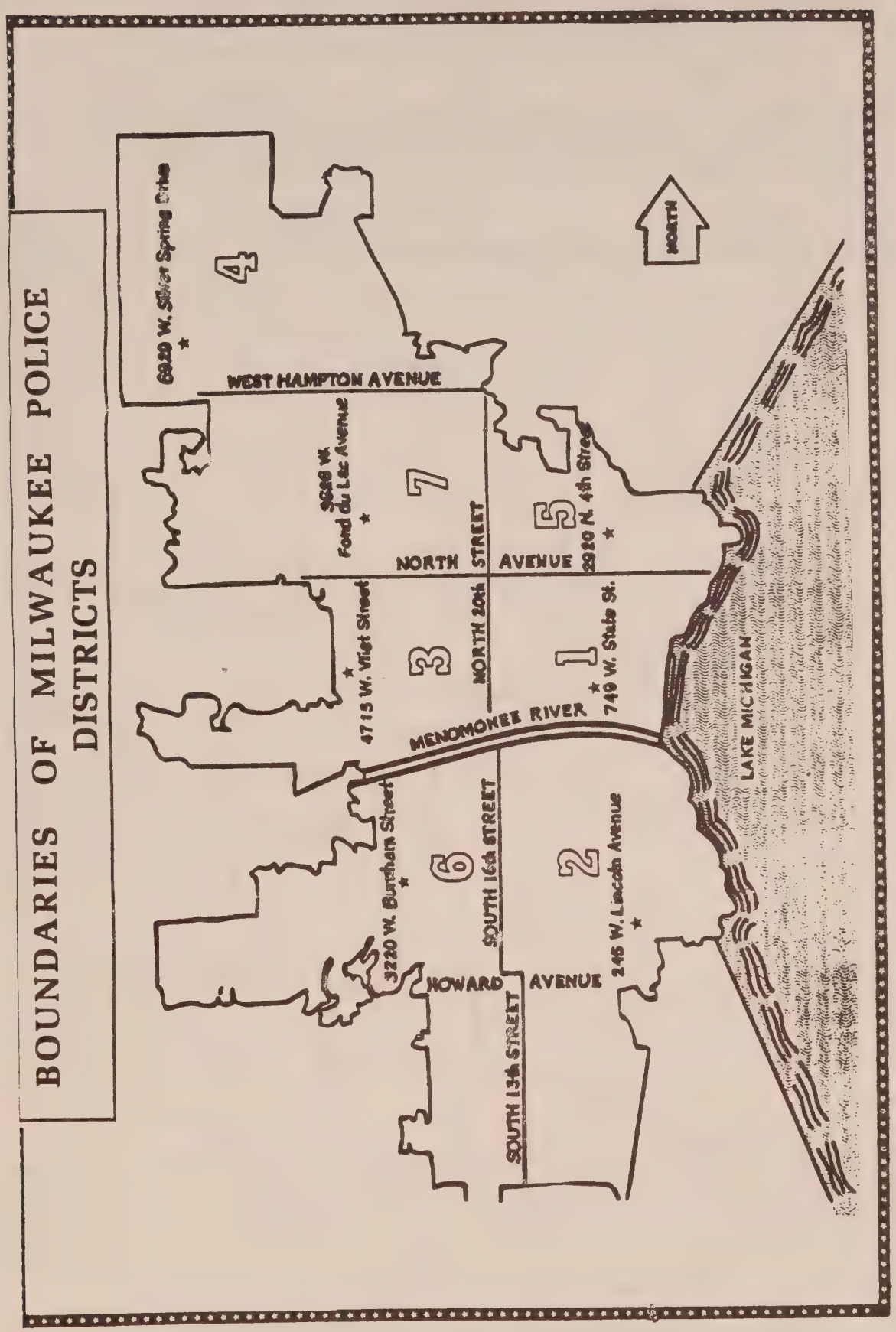
Included in this months' column is a map showing the district boundaries for the Milwaukee PD.

Ohio Department of Transportation
Highway Division

Dist	Freq	Dist	Freq	Dist	Freq
1	47.340	5	47.340	9	47.220
2	47.220	6	47.300	10	47.400
3	47.400	7	47.220	11	47.220
4	47.340	8	47.340	12	47.220

Point to Point Intersystem:
Channel 1 45.720
Channel 2 45.760

The radio system is all simplex with every freq listed to every transmitter. (Ed note: there are Approx 129 call signs and/or transmitters)


BOUNDARIES OF MILWAUKEE POLICE DISTRICTS
NORTH
WEST HAMPTON AVENUE
6920 W. Silver Spring Drive
4
3626 W. Fond du Lac Avenue
7
NORTH STREET
5
2920 N. 4th Street
AVENUE
4715 W. Vliet Street
3
NORTH 20th
1
749 W. State St.
MENOMONEE RIVER
LAKE MICHIGAN
3220 W. Burnham Street
6
SOUTH 16th STREET
2
HOWARD
AVENUE
245 W. Lincoln Avenue
SOUTH 13th STREET

Public Safety - Great Lakes continued

This material came courtesy of the All Ohio Scanner Club, and also includes a map showing the ODOT Districts.

From fellow editor Mike (IA-011) comes question - Does anyone have a breakdown of unit and post numbers for Cook, Lake, Kane, Kankakee, De Kalb, Grundy, and McHenry counties? If so, please send the info in for the column. Next month comes some material from Mike (IA-011).

For those of you who do read this column - If you are planning a trip to the Chicago area (that does not coincide with a Chicago Chapter meeting date) and would like to get together with some Chicago area members, We would like to hear from you.

Happy Monitoring

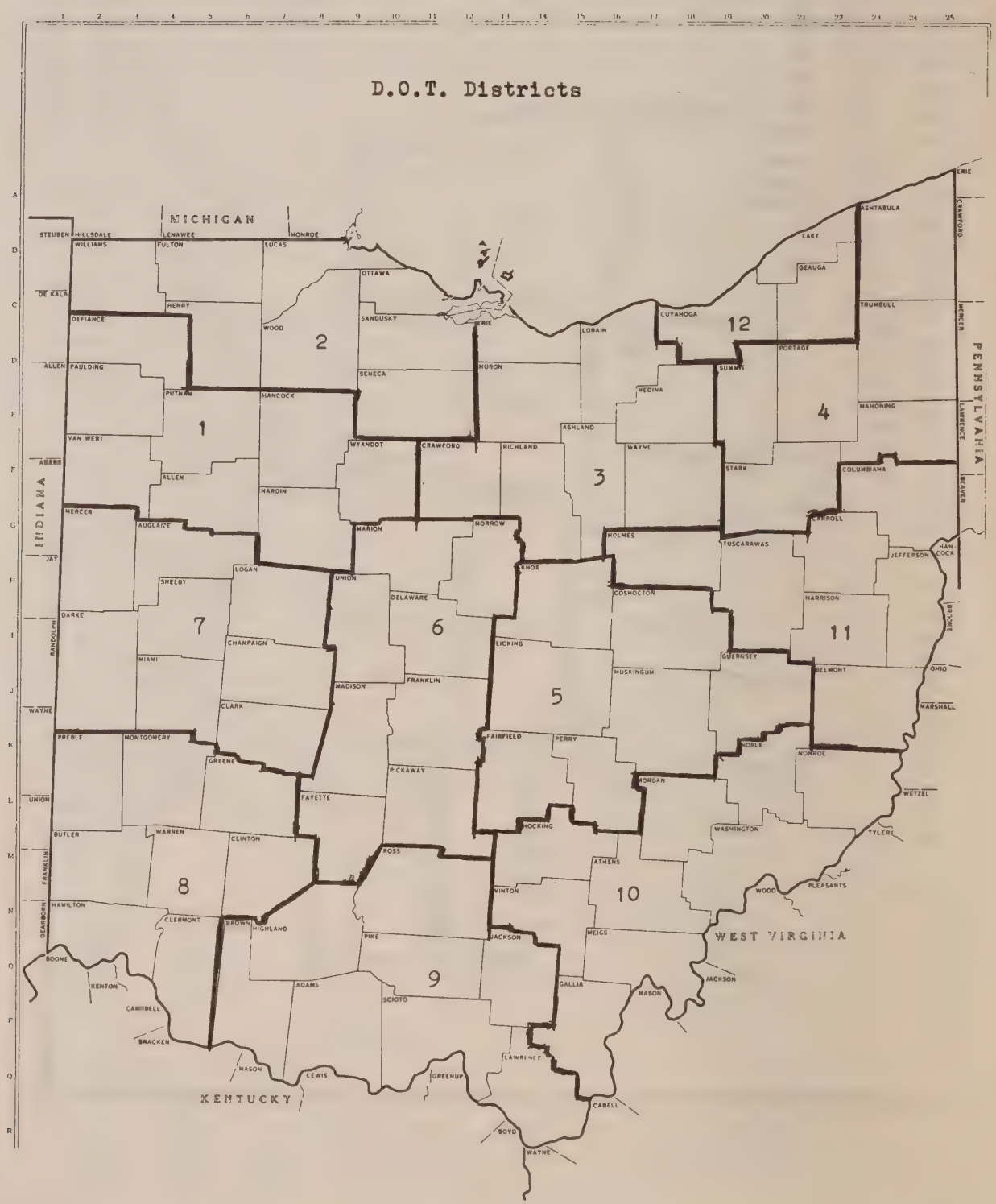
RAND McNALLY

STATE COUNTY OUTLINE MAP

OHIO

SIZE 8½ x 11

D.O.T. Districts



PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows – Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Greeting and welcome to another jam-packed column. There is a lot of information to pass along to you, so let's get right to it.

Attention all Bearcat BC-100 owners: Hugh, TX-124, who very recently became a member of the RCMA, has come up with a unique idea. Normally requests of this nature would appear in the contact/info column only, but this idea, I feel, deserves a bit more of an explanation. Hugh wants to explore the possibility of forming a "BC-100 Club" similar in nature to the radio amateurs' product owner clubs, such as the famous Fox-Tango Club (Yaesu owners), the Users International Radio Club (for Kenwood & ICOM owners) and others like them. These clubs publish a newsletter or news sheet that contains owner originated news relating to their respective brand's merchandise, info such as modifications, improvements, suggested operating procedures, troubleshooting info, service information, reviews of new forthcoming products, etc. Hugh's proposed "BC-100 Club" would produce a news sheet containing info related to the BC-100. BC-100 owners would send in info on ideas concerning the BC-100, similar to the way RCMA members contribute to this newsletter. In turn all info would be consolidated, published, and distributed to the club members/subscribers. Everybody who is interested and thinks this idea has merit, please send Hugh a Self-Addressed Stamped Envelope (mandatory to hold down expenses) for an introductory letter and announcement. The idea will rest on the amount of initial response; if favorable, it will be produced, if not, it will be abandoned. So it's up to you! This idea is being developed outside the RCMA due to its possible technical direction. Hugh's address is: Hugh Vandegrift, TX-124, 2308 Zinnia Court, Killeen, TX 76541.

One further announcement: Some interested individuals in Austin and myself (Ken Pehl, TX-3) have tentatively begun planning an RCMA Texas State Convention. Plans are extremely tentative at press time but plans are to hold the convention (a one shot affair) in Austin sometime in June, 1983. If things work out it will be an all-day affair with (if agreeable) a Dutch treat evening meal. The meeting room/site and further details are yet to be determined, depending on the size of the response to this idea. RCMA members, their families, guests of members, as well as out of state members and even non-RCMA persons are encouraged to attend and enjoy the Central Texas atmosphere. Austin was chosen as the gathering site due to its almost ideal central location to most points of the state. Your editor has been persuaded (reluctantly) to act as interim co-ordinator for this event. So as to avoid any misunderstandings, I will not serve as permanent co-ordinator. My reasons are simply lack of time and the impracticality of co-ordinating all the work from this location. So now, in order to test out and prepare for the possible turnout that such a gathering would produce, we are asking for all interested parties to send a note indicating the number of people interested in such a function and interested enough to attend. Also please include an SASE, which will be returned with an announcement giving the exact location and further details, once these are decided upon, depending on the response that this notice produces. Send your notices and SASE to: Ken Pehl, TX-3, 108 East Centre Street, Fredericksburg, Texas 78624. Mark the lower left hand corner of your envelope to me "State Convention". One last thing, I do want to point out that this will be an informal get-to-gether with frequency list swapping to be the main event of the day. We don't want to give the idea that this will be a boring speech/monologue meeting. If the appropriate site can be secured this may even turn into a picnic type affair.

Now with those announcements out of the way, we move along to some news briefs:

From Gary Fitts, TX-94, and Ed Lentz, TX-45: The Texas Turnpike Authority is now active in the Houston area around and along the Belt 8 East beltway and toll bridge, located in eastern Harris County. Operating on a frequency of 156.165 simplex (b/m), call = KNAI 788, the channel is active mostly with maintenance related traffic. Some of the DPS patrol units assigned to the area are equipped with the frequency. The operations are very similar to the type used in Dallas by the Texas Turnpike Authority (see the January, 1982 issue).

From David Fuller, LA-31: David checks in with us to announce that some Louisiana members are forming an informal chapter for Louisiana members. For those interested in further details, send an SASE to David Fuller, LA-31, Rt 2 Box 156-A, Bogalusa, LA 70427.

And now before we run out of room for this month, I am very pleased to present the following article by Phil Porter, TX-97. Phil, you've done an outstanding job and I know the other readers are sure to be pleased as well.

MONTGOMERY COUNTY, TEXAS RADIO SYSTEMS
by Phil Porter, TX-97

Law Enforcement Ch's

Sheriff Office/Dept.--

Ch 1 155.085 R (153.860 in) KKD 302/KWF 998--Sheriff Office dispatch
Ch 2 154.965 R (153.785 in) KYD 971--District 2 dispatch-"Woodlands Central Dispatch"
Ch 3 155.01 R (156.150 in) KKQ 752--Conroe PD ch. (Dist. 1 units only)
ch 3 & ch 4--Texas intercity frequencies
37.18--B/M--KKD 302--County Wrecker dispatch (dispatched by S.O.)

Note 1: Montgomery Co. uses automatic morse code ID'ers on primary & inter-city ch's.
Note 2: On ch 1 the S.O. also dispatches Roman Forest, Chateau Woods, Cut 'N Shoot, Montgomery, Magnolia, and Patton Village municipal PD's/marshalls.
Note 3: Ch 2, "Woodlands Central Dispatch" is a combined dispatching facility operated by The Woodlands city for several municipalities in the southern half of Montgomery Co. Agencies dispatched are Montgomery Co. S.O. units assigned to District 2 (So. Montgomery Co. & The Woodlands area), Oak Ridge PD, and Shenandoah PD. Only those SO units assigned to the southern patrol district are equipped with this channel.

Other muncipalities:

Conroe, city of--
Ch 2 155.085 R--S.O. ch. (only supv. units equipped with this freq)
Ch 1 155.010 R (156.150 in)--KKQ 752--Conroe PD--primary dispatch ch.
Note: SO units assigned to Dist. 1 are equipped with this freq for co-ordinating only.

Splendora, town of--
154.875 B/M KWM 916--Splendora PD dispatch

37.18 B/M KNAK 339--Willis PD license (dispatched on SO Ch 1)

UNIT NUMBERS:
1--6 = Sheriff, Chief Deputy, Major, & Captains
25--41 = various divisions Lts.
51 = County Judge
151--155 = J.P.'s Pcts 1 thru 5
250's & 260's = Marine Reserve Div. (Lake Conroe)
370's, 3700's, 2500's = Reserves
300--350 = various Div. Sgts./Supervisors
570 & 5700's = Warrant Div.
700's = Wreckers
400's & 4000's = Detectives
3000's = Patrol Deputies (various districts)
6000's = Constables (various districts)
6700's & 6800's = various muncipalities' PD/marshalls (on ch 1)

State units on ch 1:
DPS/THP =9240--9249 (2314=Sgt.)
DPS/L&W= 2636, 2637
DPS/MVI= 2727
P&W= 9110, 9115, 9119 (9104=Super.)

Security Ch's--

155.145 R (153.935 in) KXZ 413--The Woodlands Security System--private home alarms dispatch and maint. This is a city of The Woodlands facility/service.
463.675 R (business license)--KWD 438--The Woodlands Development Corp.--security plus some maintenance

FIRE CH's & EMS CH's---

Conroe FD--ch 1 154.190 R(153.890 in)--KKH 773--dispatch ch.
ch 2 154.250 B/M--KKH 773--simplex/fireground ch.
ch 3 154.280 B/M-- " " --area mutual aid ch.
South Montgomery Co. Mutual Aid Freq.--154.355 B/M--KYV 227--combined EMS/VFD dispatch & fireground use
Montgomery Co. Hosp.--155.325 B/M--KFM 395--Montgomery Co. EMS
--155.340 B/M-- " " --area hosp/amb net (HAHERN)
The Woodlands Public Safety--155.040 R (153.845 in)--KYD 971--VFD & EMS dispatch

Magnolia/Oklahoma Community VFD--153.950 B/M--KUJ 513/KBM 356--pager & fireground
Lake Conroe VFD--154.175 B/M--KVA 321--license--dispatched by Conroe FD on their ch.
New Caney VFD--154.205 B/M--WSR 812--pager & fireground
Willis, Rural Fire Protection Dist. #1--154.220--KMA 701--pager & fireground

Note: Conroe FD dispatches for many small county VFD's. A list of FD's & units are listed elsewhere in this column.

Texas Forest Service (in Montgomery Co.)--ch 1 151.475 R (159.360 in)
--ch 2 159.300 B/M--main dispatch/working ch.
(ed. note: see the May 1982 newsletter column for more TFS details.)

U.S. Forest Service (in Montgomery Co.)-- see Walker Co. listings.

LOCAL GOVT CH's

453.225 R KUS 420--Montgomery Co.--road dept maintenance
155.100 B/M KGR 312--City of Conroe--street dept maintenance
155.145 R (153.935 in) KXZ 413--The Woodlands, city of-alarm & CATV system maint.
(see security ch's listings)

Conroe FD UNITS:

Station 1 Simonton & Frazier
E1=81 Grumman/Hendr.(1250)Engine
E2=75 Mack(1000)Engine
L1=73 ALF(100')R/MT Ladder
T1=74 Ford(1000)Tanker
T2=65 Ford(600)Tanker

Station 2 Ave. G @ City Shop
E3=58 Mack(750)Engine
E4=79 Ford/Pierce(1000)Engine
T3=66 Ford(400)Tanker
H1=47 Mack(500)Hose Wagon

Units
No.1=Chief
2=Asst.Chief

4=Operations Chief(Dave Mille

MONTGOMERY COUNTY FIRE DEPT UNITS

Note: All below are dispatched on Conroe FD Ch 1 except as noted otherwise.

DEPT. 1 - Conroe F. D.
Eng. 1 - 81 Grumman/Hendr. 1250/750
Eng. 2 - 75 Mack 1000/500
Eng. 3 - 79 Ford/Pierce 1000/1000
Eng. 4 - 58 Mack 750/500
Lad. 1 - 73 Alfco 100' R/Mt
Tank 1 - 77 Ford/CFD 250/2250
Tank 2 - 65 Ford/CFD 250/850
Tank 3 - 66 Ford/CFD 250/400
Hose 1 - 47 Mack 500

DEPT. 2 - Cut N' Shoot VFD
B 2131 - 66 Chevy 250/600
T 2132 - 70 Ford 250/800
B 2151 - 77 Dodge Grass Unit

DEPT. 3 - Lake Conroe VFD
Sta. 1 - 505 Columbia River Rd.
(Lake Conroe Forest)
T 3124 - 6 x 6 GMC 2400 gal.
B 3131 - 6 x 6 GMC 750 gal.
B 3132 - 79 Chevy/FACT 250/500

Sta. 2 - Hwy. 105 W. (April Sound)
Eng. 3212 - 78 Chevy/FACT 750/500
Bst. 3235 - Jeep 125/325

DEPT. 4 - Grangerland/Bennette
Sta. 1 - FM 2090 & FM 1485
Eng. 4111 - 59 Mack 750/1000
Tank 4121 - 65 Chevy 350/1000

Sta. 2 - Bennette Estates
Eng. 4211 - 81 Ford/Grumman 1000/750
Tank 4221 - 62 Ford 500/1200
Tank 4222 - 52 Ford 250/1000

Sta. 3 - Lake Wildwood Forest Drive
Tank 4321 - Int'l. 500/1000

DEPT. 5 - Montgomery VFD
Eng. 5110 - 78 Chevy/Boardman 750/750
Tank 5120 - 73 Ford 250/1200
Bst. 5130 - 74 Ford 250/150
Rsc. 5131 - 81 Pierce 400/250 Rescue

DEPT. 6 - Needham Road VFD
Sta. 1 - Needham Road
Eng. 6111 - 77 Ford/Boardman 1000/500
Bst. 6131 - 62 GMC 4x4 250/300

Sta. 2 - Shenandoah
Eng. 6211 - 62 Ward La France 750/750
Bst. 6231 - 77 Ford 250/300

Sta. 3 - Forest Hills
Eng. 6311 - 55 Pirsch 1000/300
Bst. 6321 - 54 GMC 6x6 250/1000

SPLENDORA - Hwy. 2090 East (154.875)
Unit 1 - 81 Chevy 4x4 250/250
Unit 2 - 68 Ford 500/1000
Unit 3 - 69 Dodge 1000/1800

DEPT. 8 - Magnolia Bend VFD
Sta. 1 - Magnolia Bend
Tank 8121 - 77 Int'l. 250/1000

Sta. 2 - River Plantation
Eng. 8211 - 59 Alfco 1000/300
Tank 8221 - 77 Int'l. 250/1000

Sta. 3 - FM 1314
Tank 8321 - 78 Int'l. 250/850

DEPT. 9 - North Montgomery County VFD
Sta. 1 - Willis
Eng. 9111 - 68 Boardman 500/500
Eng. 9117 - 80 Alfco 1000/750
Tank 9134 - 74 Ford 250/750

Sta. 2 - Panorama Village
Eng. 9211 - 57 Chevy/Howe 500/500
Eng. 9212 - 67 Ward La France 1000/1000

WOODLANDS F.D. - 9951 Grogans Mill Rd.(155.04
Eng. 1 - 74 Ford/WLF 1000/750
Eng. 2 - 73 Ford/WLF 1000/750
Rsc. 1 - 77 Ford/Van Rescue
Lad. 1 - 82 FMC/LTI 1500/85' A/Twr

TIMBER LAKES VFD - Royal Oaks
1451 - 70 Ford 500/500
1401 - 80 Chevy Ambulance
1454 - 79 Chevy/Van Rescue

SOUTH MONTGOMERY COUNTY VFD (154.355)
Sta. 1 - Oak Ridge North
Eng. 2651 - 79 Ford/Pierce 1000/750
Rsc. 2674 - 80 Chevy/Stahl Rescue

Sta. 2 - Spring Forest
Eng. 2671 - 74 LaFrance 750/500
Tank 2672 - 67 Int'l. 100/1200

PORTER VFD (154.175)
Sta. 1 - Loop 494 & FM 1314
Unit 8 - 69 Ford 350/1200
Unit 9 - 75 Ford 100/320
Unit 10- 79 Ford 350/1000
Unit 11- 58 Mack 750/350

Sta. 2 - Golden Trails, Porter Lane
Unit 6 - 52 Ford 250/800
Unit 7 - 66 Ford 300/1000

NEW CANEY VFD - Sta. 1, New Caney
9901 - 69 Dodge 500/1000
9903 - 67 Int'l. 500/1000
9904 - 77 Chevy 4x4 450/250
9905 - 81 GMC 500/2100
9906 - 76 Ford/WLF 1000/750
9907 - 55 Ward La France 750/875

Sta. 2 - FM 1485 East
9902 - 66 Chevy 500/1100

WALKER COUNTY, TEXAS RADIO SYSTEMS
by Phil Porter, TX-97

Law Enforcement Ch's--
Sheriff Office/Huntsville PD
Ch 1 155.895 R (154.025 in) KXD 285/225 KWO 528--Huntsville PD-primary dispatch
Ch 2 155.730 R (154.710 in)--KXP 228/KWO 528--Walker Co. S.O.-primary dispatch
Ch 3 & ch 4--Texas inter-city ch's.
37.180 & 37.26--B/M--KXV 524/KUH 240--S.O. inter-system with jail & wrecker dispatch

Note: S.O. units equipped with both ch 1 & ch 2. PD units have ch 1 only.

S.O. UNIT NUMBERS:
700--720 = Sheriff & Deputy units
721--724 = Constables Pct. 1 thru 4
732--744 = Reserve deputies
771--774 = J.P.'s Pct. 1 thru 4
761--769 = Walker Co. Emergency Corps
775--778 = Huntsville/Walker Co. EMS units
790--796 = Wrecker units

State units on S.O. ch.: 9260
DPS/THP = 9220--9224, 9229 (2312=Sgt.)
DPS/L&W = 2638, 2639
DPS/DL = 2988
P&W = 9105, 9108, (9104=Dist Super.)

SAM HOUSTON STATE UNIVERSITY PD--HUNTSVILLE, TX
Ch 1 155.550--B/M--KTZ 401--SHSU PD-primary dispatch (licensed to state)
Ch 2 155.925--B/M--KTZ 400--SHSU PD-secondary dispatch (licensed to state)
Ch 3 154.950-- M --state inter-city mobile/mobile (monitored only)
Ch 4 155.895-- R --Huntsville PD ch--for inter-agency co-ordination (monitored)
(Note: SHSUPD Ch's 3 & 4 are monitored only with the built-in control head scanner)

158.820--B/M--KED 314--SHSU-grounds maintenance (state license)

Note: The Texas Dept of Corrections (TDC) has many facilities located in this county. See the October 1982 newsletter column for more TDC details.

Fire Ch's---
Huntsville FD--Ch 1--154.205--B/M--KLV 902--primary dispatch & fireground
--Ch 2--154.280--B/M-- " " --area mutual aid ch.

Texas Forest Service-- Ch 1-- 151.475 R (159.360 in); ch 2--159.300 (see May 82 newsletter column)

U.S. Forest Service (in Walker/Montgomery Co's):
Sam Houston National Forest (USFS)--Ch 1 171.475 R (172.225 in)
--Ch 2 164.125 R? or B/M?
-- 164.825--B/M?--link to State Forest Service (TFS)

EMS/HOSP. CH's---
Huntsville/Walker Co. EMS--155.265 B/M WXY 253--combined city/county EMS dispatch
Huntsville Memorial Hosp.--155.295 B/M KWX 651--main ch.
--155.340 B/M WRV 756--hosp/amb net
--155.280 B/M " " --secondary hosp/amb ch.

Local Govt & Misc Ch's---
154.055 R (155.115 in) KWH 534--City of Huntsville-maintenance ch.
155.205 B/M WZJ 275--Huntsville Independent School District--?buses
37.90 B/M KGC 386--Huntsville Funeral Home
161.640 B/M KQA 836--Huntsville Broadcasting Company (KSAM)
151.340 B/M KSK 977--Huntsville State Park

FORT BEND COUNTY, TEXAS RADIO SYSTEMS
by Gary Fitts (TX-94)

LAW ENFORCEMENT CH's---
Ch 1 155.925 R (?153.980 in?)--KWF 872--Ft Bend Co. S.O. primary dispatch ch.
Ch 2 frequency varies with agency--
--155.535 R (?154.650 in?)--KUQ 775/WPO 37--S.O. Admin./Super. ch.
--155.715 B/M?--KWL 630--Rosenberg PD dispatch ch.
--155.655 B/M--KEG 378--Missouri City PD dispatch ch.
(note: some Missouri City PD units have Rosenberg PD ch freq)
--155.625 B/M--WZY 496--Sugarland PD dispatch ch.
(155.955 ?B/M?--WZY 496--Sugarland license--use?)
--154.025 B/M--KKG 740--Stafford PD dispatch ch.
(note: some Stafford PD units have Rosenberg PD ch.)
Ch 3 & Ch 4--Texas Inter-city ch's.
37.18 & 37.26 B/M KKB 268--County license--active? use?
37.14 & 37.18 B/M KKJ 375--City of Rosenberg license--active? use?

Note: On County SO Ch 1, the SO also dispatches Richmond, Arcadia, Needville, and Kendleton municipal PD units. Also some SO mobile units are equipped with the Harris Co. SO ch 2=153.920 Rptr and with the Rosenberg PD dispatch ch=155.715 simplex. In addition, some Richmond PD mobiles are equipped with Rosenberg PD ch =155.715 simplex and licensed for Brazoria County law enforcement frequencies.

UNIT NUMBERS:
1 = Sheriff; 2 = Chief Deputy
3--10 = Captains
11--19 = Detectives;CID
20--29 = Sgt's--Shift Supervisors
30's, 40's, 50's = Patrol Deputies
60, 70's = ? unknown
200's = Rosenberg PD units
300's = Sugarland PD units
400's = Richmond PD units
500's = Stafford PD units
600's = Missouri City PD units
700's = Needville PD units
800's = Kendleton PD units

1260's = Arcadia PD units
1299 = ? unknown
1300--1310 = (possibly) D.A. units
1351 = Ambulance
1494 = "
1550's = Animal Control Units
1741, 1742 = Richmond Ambulances
Medic 1,2,3 = Missouri City Ambulances

State units on SO ch.: (incomplete)
DPS/THP = 2180's (2308=Sgt.)

FIRE CH's--- (all listed are B/M-simplex)
Rosenberg FD--KKI 856-46.06, 154,230
Sugarland FD--KTY 957-154.355
Richmond FD--call ?-154.400
Missouri City--KSQ 831-154.400, 154.280
Stafford FD--KUJ 667-154.070, 154.280
(Note: 154.280 = area mutual aid ch.)

Needville FD--WSV 453-154.175
Arcadia VFD--KAW 387-154.370, 154.280
Fulshear VFD--KQG 288-154.415, 154.280
Orchard VFD--KMA 245-154.385, 154.280
Fresno VFD--KZV 235-154.250, 154.280

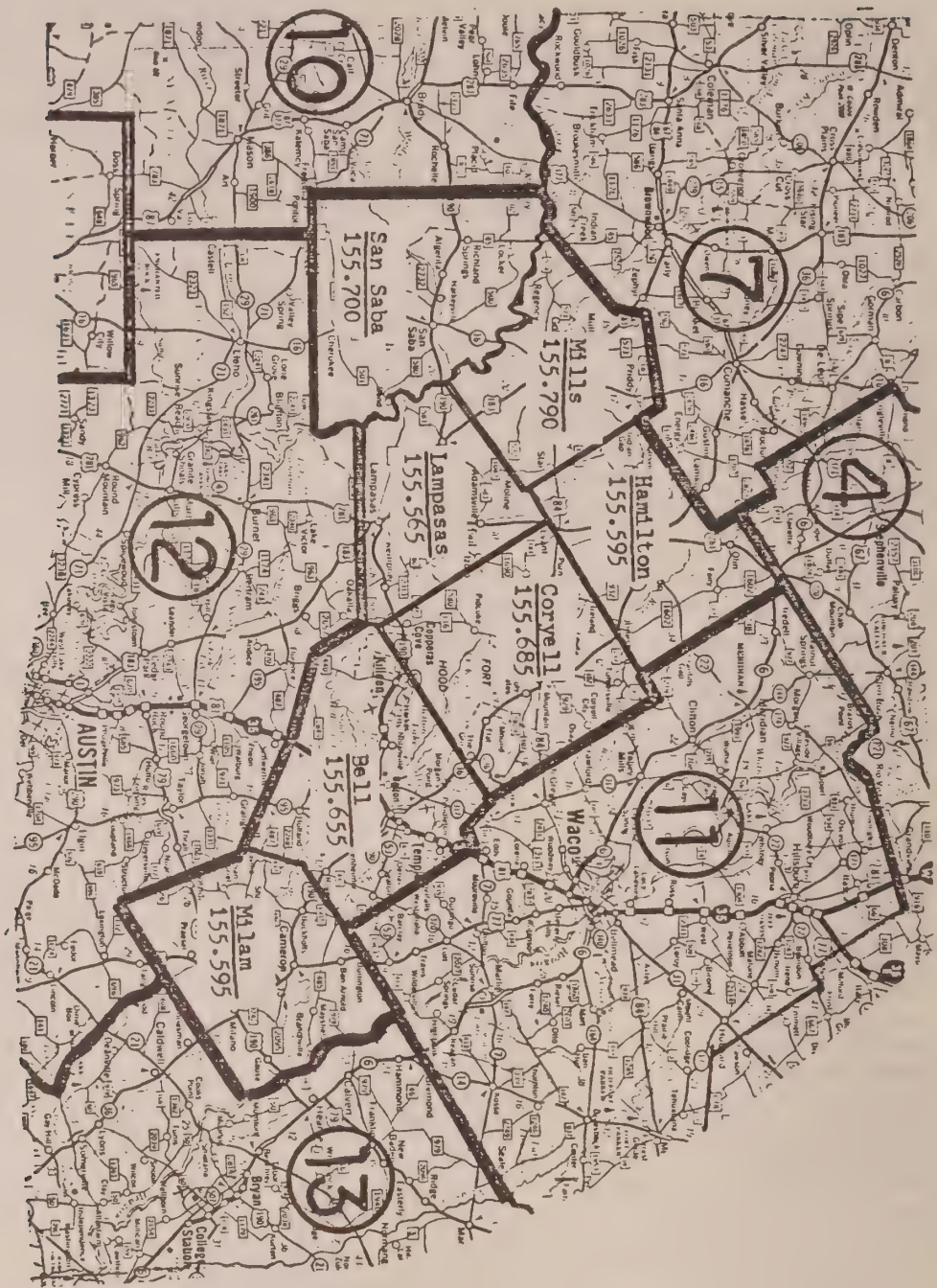
EMS CH's---
155.265-B/M-call ?-Ft Bend Co. EMS dispatch ch. (unconfirmed)
155.265-WRB 465-Ft Bend Co. Civil Defense

LOCAL GOVT CH's---(ed note: I inserted these from my files)(unconfirmed)
Ft Bend County--45.68 B/M KSV 855--County Road Dept-maintenance
Richmond--45.32 B/M KDP 995--presumably street and/or water dept maint.
Missouri City--37.260 B/M KZV 291--active? use?
Sugarland--158.925 B/M? KWM 797--presumably street and/or water dept maint.
Needville--45.48 B/M KNBB 211---- " " " " " " "

MISC. CH's---
Ft Bend Independent School District--Stafford--155.430 B/M KDX 431--security
Ft Bend Veterinarian Clinic--Rosenberg--33.06 B/M KKX 821--

From David, TX-32:

23 CTCOG



Sheriff Dispatching Channels

23 - CTCOG -- Central Texas Council of Governments

	County	County Seat	Rotr output/rotr input
1.	Bell	Bellton	155.655/154.710
2.	Coryell	Gatesville	155.685/154.800
3.	Hamilton	Hamilton	155.595/155.070
4.	Lampasas	Lampasas	155.565/154.890
5.	Milam	Cameron	155.595/154.815
6.	Mills	Goldwaithe	155.790/154.740
7.	San Saba	San Saba	155.700/154.845

We are already acquainted with Gary Fitt's works and as usual it is an outstanding job! Well done job, Gary! And lastly, we will close with, space permitting, a map of the Central Texas COG planning region, depicting the sheriff's dispatching channels, as prepared by David Litsinger, TX-32, in his continuing series of travel maps for various regions of the state. These have proven to be a popular item in this column. And now with that we will pack it in until next month, when we will have the Orange and Jefferson Counties Radio Systems by Marvin, TX-2, plus a whole lot more. See you then!

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S. Dakota, and Minnesota:

Michael W. Scheel, RR #1, P.O. Box 221, Walcott, IA 52773

Welcome to Public-Safety-North Central for March (even-though I'm typing it in Dec). This whole column is now turned over to James (MN-003) for a very fine report on Hennepin County Radio.

HENNEPIN COUNTY SHERIFF'S DEPARTMENT

Headquartered in Minneapolis, the Hennepin County Sheriff's Department is the fourth largest law enforcement agency in Minnesota, providing police and emergency service to nearly one million citizens in an area of 602 square miles. The Communications Division, located at 9300 Naper Street, Golden Valley, is known as Hennepin County Radio and is devoted solely to public safety dispatching and maintenance of Hennepin County owned radios. Radio technicians are on duty 24-hours a day for emergency radio or teleprinter service.

The main radio of the HCSD and agencies dispatched by HCSR is a Motorola 8-channel VHF-FM hi-band. The channel/frequency assignment for police and sheriff vehicles in the VHF hi-band is as follows:

Channel	Use	Frequency (TX/RX)
1	Main Dispatch (known as "the main" or Ch.1)	154.830/155.610
2	Car-to-Car (simplex)	155.805/155.805
3	Emergency/Informational (pursuits, tows,etc)	154.995/155.820
4	MINSEF (MINnesota Statewide Emergency Freq.)	155.475/155.475
5	Sheriff's Patrol Division & Water Patrol	154.755/154.800
6	Car-to-Car with self-dispatched agencies	155.820/155.820
7	Fire Truck-to-Truck	154.355/154.355
8	Open	___.___/___.___

With the exception of Minneapolis, Minneapolis/St. Paul International Airport, and the University of Minnesota Police Departments, all other police departments in Hennepin County are dispatched on VHF hi-band. Most of these departments use a four channel radio and have Ch. 1 as their main dispatch, Ch. 2 for car to car with other agencies, Ch. 3 as the county emergency/informational repeater, and Ch. 4 MINSEF. This allows for directcar-to-car contact between any police vehicle in the Hennepin County area (within range) regardless of whom they are dispatched by. (Note: this is the "down side" of Ch. 3 repeater) Channel 3 is a repeatered channel and particularly useful during pursuits which involve many jurisdictions, or during any emergency which requires that require one or more cities be in immediate direct contact on a repeater channel for their exclusive use. An example of two self-dispatched police radio systems in Hennepin County is as follows:

Brooklyn Center		Crystal	
1-B.C.P.D.	155.535/155.535	1-Crystal PD Main	155.685/155.685
2-Car-to-Car	155.820/155.820	2-Car-to-Car	155.820/155.820
3-Henn. Co. Rptr.	154.995/155.820	3-Henn. Co. Rptr.	154.995/155.820
4-MINSEF	155.475/155.475	4-MINSEF	155.475/155.475

Most of the police and sheriff's units which are used for patrol also are equipped with a 4-channel UHF-FM General Electric non-Scanning radio. These radios are linked with an IBM mobile data teleprinter which operate on UHF Channel 1. Information is requested by the

squads verbally and received on a paper printout in the car. The teleprinter clerk may also give the information back verbally if the car is equipped with a UHF radio, but does not have a teleprinter onboard.

The Hennepin County UHF radios are channelled as follows:

1-Teleprinter--used for registrations, D/L's,etc	465.300/460.300
2-Hennepin County Civil Division	465.400/460.400
3-Metropolitan Police Emergency	465.275/460.275
4-Hennepin County Warrant Division	465.200/460.200

All of the above UHF frequencies use a repeater. The Metro Police Emergency frequency was recommended by the Minnesota Police Radio Communications Report (August 1972) as a UHF statewide police mutual aid frequency due to the switch from VHF hi-band to UHF by some twin cities police departments (i.e. Minneapolis, St. Paul, University of Minnesota, and the Airport Police Departments). However, due to the fact that Minneapolis PD squads operate only on UHF and many suburban police departments operate only on VHF a problem regarding mutual aid still existed. Thus, Minneapolis PD now has the capability for a cross band link between MINSEF (VHF) and Metro Emergency (UHF). This function must be activated by a dispatch console manually and generally is used only during high speed pursuits which involve Minneapolis PD and other cities. Hennepin County does not use any sort of voice scrambling yet, but can attain communications security by sending certain messages over the teleprinter, rather than dispatching them in the conventional means. Dispatchers may, on occasion, manually shut down the repeater on a given channel and monitor a squads transmission on the input frequency, thus preventing the call from being repeated to anyone monitoring only the repeater output frequency. From time to time the dispatcher will advise a squad via VHF-1 to "switch to printer Channel." The dispatcher and squad talk back-and-forth direct and avoid many listeners due to the fact that the bulk of communications on UHF-1 is digital information being transmitted to mobile data teleprinters and is not monitored by many on scanners.

Hennepin County Radio also dispatches for a number of fire departments. These 4-channel VHF-FM hi-band Johnson radios are channelle:

1-Fire Main	154.385/154.385
2-Fire Truck-to-Truck (fire scene communications)	154.355/154.355
3-Fire Mutual Aid Statewide	154.295/154.295
4-Police Car-to-Car	155.805/155.805

Other Hennepin County frequencies:

Point-toPoint (nationwide intersystem-base only)	155.370/155.370
Hennepin County Intersystem (self-dispatched depts.)	45.660/ 45.660
Hennepin County Park Reserve District	153.845/154.100

	Fire	Police
Bloomington	154.070/154.070	155.700/155.700
Brooklyn Center	154.430/154.430	155.535/155.535
Crystal	154.430/154.430	155.685/155.685
Edina	154.415/154.415	155.670/155.670
Golden Valley	154.250/154.250	155.430/155.430
Hopkins	154.040/154.040	155.850/155.850
Richfield	154.205/154.205	155.790/155.790
Robbinsdale	153.770/153.770	153.860/153.860
St. Louis Park	154.310/154.310	154.890&154.740
New Hope	154.250/154.250	154.725&155.430
Airport	154.130&154.205	465.475/460.475

Some Police Departments in Hennepin County have their own dispatching facilities, but still belong to the Hennepin County Sheriff's Radio Teleprinter system, thus relieving their own dispatcher from constantly running requests for motor vehicle registrations, driver license checks, and warrant checks.

The Minneapolis Police Department serves the largest city in the state of Minnesota with a population of over 434,000. Minneapolis PD patrol units are equipped with 8-channel UHF radios as well as onboard VDU which may both send and receive messages digitally. The radios are channelled as follows:

1 South	465.025/460.025
2 North	465.100/460.100
3 Information	465.175/460.175
4 Administrative	465.250/460.250
5 Teleprinters	465.350/460.350
6	465.500/460.500
7 Minneapolis-St. Paul Coop	465.425/460.425
8 Metro Emergency	465.275/460.275

The University of Minnesota uses the following: 465.075/460.075

The Minnesota State Fair Police use the channel: 153.965/153.965

Minneapolis Fire Department Channel 1	153.890/154.340
" " " " 2	154.235/154.235
Low Power Fire Channel (10-watts or less)	153.830/153.830
Old Low-Band Fire Simplex	33.820/ 33.820

The Twin Cities' seven-county metropolitan area is now served by a single, unified 911 emergency calling system. The single emergency telephone number 911 replaces all police, fire, and medical emergency numbers in the seven-county Twin Cities metropolitan area--the country's first multi-county metro area to be served by a single, unified 911 system. This system serves a combined population of about two million and includes the following counties: Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. The 911 metro system has 29 Public Safety Answering Points (PSAP's) covering over 200 police, fire sheriff, ambulance, and other emergency services. The metro 911 is an "enhanced" system which features Automatic Location Identification (ALI) and Automatic Number Identification (ANI). Thus, when any call is received on the 911 system a VDU displays the telephone number and address assigned to the callers number.

JIM (MN-003)

HENNEPIN COUNTY CALL LIST

SHERIFF'S DEPARTMENT

1100 Staff	1500 Criminal Division
1130 Service Division	1550 Crime Lab
1150 Training Division	1600 Emergency Squad
1160 Miscellaneous Units	1700 Water Patrol
1200 Patrol Division	1800 Civil Division
1300 Narcotics Division	1900 Special Detail
1400 Warrant Division	1960 Park Reserve

SUBURBAN DEPARTMENTS

5100 Brooklyn Park Police	6700 Plymouth Police
5170 Brooklyn Park Fire	6770 Plymouth Fire
5200 Champlin Police	6800 Rogers Police
5300 Corcoran Police	6870 Rogers Fire
5400 Deephaven Police	6900 St. Anthony Police
5600 So. Lake Minnetonka DPS	6970 St. Anthony Fire
5670 Excelsior Fire	7200 Wayzata Police
5700 West Hennepin Public Safety	7270 Wayzata Fire
5800 Maple Grove Police	7300 Eden Prairie Public Safety
5870 Maple Grove Fire	7370 Eden Prairie Fire
5900 Medina Police	7470 Hamel Fire
6100 Medicine Lake Police	7570 Long Lake Fire
6200 Minnetonka Police	7670 Maple Plain Fire
6270 Minnetonka Fire	7700 Dayton Police
6400 Mound Police	7770 Dayton Fire
6470 Mound Fire	7800 Greenfield Police
6500 Orono-Long Lake-Spring Park	7970 Loretto Fire
6600 Osseo Police	8100 St. Bonifacius-Minnetrista PD
6670 Osseo Fire	8170 St. Bonifacius Fire

Other department numbers to be used for communication between departments and mutual aid (not dispatched by Hennepin County Sheriff Radio):

3100 Bloomington	3700 Richfield
3200 Brooklyn Center	3800 Robbinsdale
3300 Crystal	3900 St. Louis Park
3400 Edina	4100 New Hope
3500 Golden Valley	4200 Airport
3600 Hopkins	

The last two numbers indicate the function of the vehicle as follows:

01-09 Staff	50-59 Juvenile Liason
10-19 Patrol	60-69 Community/Public Service
20-29 K-9/Special Operations	70-79 Fire Staff/Stations
30-39 Reserve	80-89 Fire Pumpers
40-49 Investigative	90-99 Fire Tankers/Rescue/Grass Rig

Until next month 73.

-30-

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Hello again everyone! This month just a lot of very good information from all over. The report on the Pennsylvania State Forestry received a lot of praise but a number of people were confused over which counties utilized which frequencies and tones. If the members out in Pittsburgh could clarify that it would be appreciated. A couple of notes: A. Kisselburg of Athens, New York, informs us that the State Police in the Catskills changed frequencies to 155.535 -Base to Car. Speaking of State Police, I heard that the Connecticut State Police has plans to change one of their major frequencies of 42.040MHz to a channel as yet unknown. 42.580, 42.620 and 159.150 are designated as future channels for C.S.P. Input's been good of late, please continue to keep up the good work and do support out Maryland-D.C. sub-editor, Eric Schneider.

Connecticut

from Jim (CT064):

Northeast Utilities and the State of Connecticut will conduct two nuclear power plant mock disasters in 1983. The two drills will be Wednesday, January 19 for the Millstone plant and Saturday, April 23 for the Haddam Neck plant. Of interest to Connecticut and Rhode Island RCMA members is the frequency 153.69 MHz which will be used for communication of accident status to all local and State officials directly from each plant's control room. 153.96 MHz will also be used during the drills although its exact purpose is not yet clear to me. Some seldom used State and Northeast Utilities frequencies should be quite active during these drills. The following incident codes will be used during the drills:
An UNUSUAL EVENT-ECHO incident is a minor event that poses no hazard to the public and does not involve the release of radioactivity
An UNUSUAL EVENT-DELTA incident is also minor, but involves the release or potential release of minute amounts of radioactivity
An ALERT-CHARLIE ONE incident involves the actual or possible release of a still relatively small amount of radioactivity which, based on existing guidelines, would not immediately require protective actions
A SITE AREA EMERGENCY-CHARLIE TWO incident involves the actual or likely release of enough radioactive material to require monitoring of foodstuffs
A GENERAL EMERGENCY-BRAVO incident involves the actual or potential release of significant amounts of radioactive material. (Although a BRAVO incident means that there is not a major breach in containment integrity, the radiation released

does pose a health hazard and State and local officials will advise the public to take immediate protective measures such as access controls and the evacuation of areas near the plant)
A GENERAL EMERGENCY-ALPHA class incident involves the actual or likely breach of containment integrity and the actual or likely release of large amounts of radioactive material (This is the most serious type of nuclear accident and the one that poses the greatest danger to health. The State and local officials will advise the public to take protective measures and will order evacuation from the affected areas).

Also:

In the August issue, Bill Moore questioned the use of two Conn. news media frequencies. 161.64 is heavily used by Channel 8 TV and the call sign is KTE766. There is occasional interference from several Springfield stations. 161.67 is used by Channel 3 TV (KK4882) technicians who can often be heard aligning their remote and base parabolic antennas. In addition, 450.05 is used by Channel 30 TV but they do not have frequent remote broadcasts.

Editor's Note: Try 450.450 for WTNH.

New York

from Gardner (NY--075):

Correction to July 1982 issue -

A transposition of numbers e-roneously reported Troop L, N.Y.S.P., as using 155.640 - should be 155.460 (Simplex)

Per correspondence with Tom (CT-031), (and confirmed by monitoring here on the island) Troop F Middletown and detachments have shifted to 155.475 (pre paration for NERN in N.Y.S.?)

It has also been noted that Troop L mobiles have the capability to communicate between frequencies - mobiles, on 154.665, via the scanning re-ceivers, can talk to mobile units on 155.460. (Mid July observation.) Infor-mation previously supplied you, (but not published in the newsletter) indicates that 154.695 the "state" frequency may be used Simplex, or in extreme cases, as an alternate Car to Car. (Mid July observation.)

Additional Information - Suffolk County N.Y. Police frequencies:

Recent monitoring (July/August 1982) indicates that mobile repeat is now keyed to the precinct frequencies. At the present time base paired precincts dispatch both precincts.

155.700	Pct. 1	Lindenhurst	Simulcast base transmissions, but
154.845	Pct. 2	Huntington	repeats respective pct. mobile only
155.850	Pct. 3	Babylon	Simulcast base transmiysions, but
155.910	Pct. 4	Hauppauge	repeats respective pct. mobile only
155.985	Pct. 5	Patchogue	Simulcast base transmission, but
155.580	Pct. 6	Coram	repeats respective pct. mobile only

County wide frequencies:

155.790	Channel "C"	Uniform Channel - data band
155.685	Channel "G"	Highway/Marine
155.655	Channel "E"	Detective "Main Office"
156.030	Channel "B"	Car to Car - no repeater

NOTE: Due to the fact that some of the precinct frequencies are used by independent police agencies on the island, the power and antenna patterns provide cov-erage which reduces the interference to these sharing agencies. The county-wide frequencies use higher power, omnidirectional patters to ensure coverage within the county system. The coverage is such that out of state reception is possible. 155.79 (and others) has been copied well into New Jersey on IS80, to the fringes of Hartford, CT, as well as along IS95 into Rhode Island. Depending on the location and topography, coverage of the six precinct frequencies will not be as extensive.

New York

from Arthur (NY--922):

Ulster County Fire:

33.48 Dispatch, 46.34 F2 Truck to Truck, 46.46 F1 Fire Control, 46.30 Fire Chiefs (used at the scene of a fire only.), 46.48 not in use yet.

Ulster County Sheriff: KGL474

39.18 F1, 39.16 F2, 39.46 Intersystem Ulster County Shefriff moving to high band soon. I don't know what the new frequencies are yet.

Ulster County Mini Bus System:

453.100 WYK538 1BR, 458.100 WFK486 1 co, 458.100 KA41614 50 Mobiles.

Ulster County Highway Dept:

156.180 KEI861

Ulster County Health Dept.:

154.995 KBV975 1 BR

Ulster Community College:

151.655 KVL690

New Jersey

from Thomas (NJ--126):

Hoboken Police Department	159.09 Mhz
Hobiken Fire Department	170.15 Mhz (KEC795)
Hoboken Ambulance	155.34 Mhz
Hoboken Department of Public Works	155.04 Mhz

The 159.09Mhz frequency is hared with Guttenburg, North Bergen & Weehawken. Union City also uses this frequency for mutual aid. As with most police frequencies this is the most active.

The 170.15 Mhz frequency is shared with the North Hudson Radio Communications Center (North Bergen, Weehawken, Union City & I believe Guttenberg) & Secaucus fire Dept.

The 155.34Mhz frequency is for ambulance to hospital communications only. Amb. dispatch is done on the police frequency. This holds true for North Bergen, Weehawken, and Guttenberg also. Local hospitals on this frequency are ST. Mary Hospital - Hoboken, Palisade General -North Bergen, and Riverside General Hosp. Secaucus. Other area hospitals alos use this frequency.

Enclosed is a copy of the police 10-Code used by all Hudson County Communities. I hope to give you more information on the various public safty frequencies used in the Hudson County area.

Hudson Unified Radio Code

10-1 Riot
10-2 Assist Patrolman
10-3 Holdup
10-4 Holdup alarm ringing
10-5 Burglar alarm ringing
10-6 Homicide
10-7 Shooting (Give Details)
10-8 Cutting (Give Details)
10-9 Slarm of fire
10-10 Entry (say if in progress)
10-11 Call your command
10-12 Report to your command
10-13 Call dispatcher by phone
10-14 Acknowledge (O.K.)
10-15 Repeat message
10-16 Stand by
10-17 Report on signal
10-18 Out of service
10-19 Back in service
10-20 Arrive at scene/Location
10-21 Gone on arrival
10-22 No police action needed
10-23 Condition corrected
10-24 Referred to court
10-25 Arrest : prisoner to HQ.

10-52 Utility Call Gas/Water Etc.
10-53 Investigate:Prowler/Vehicle
10-54 Notification

Public Safety - North East continued

10-26 Escort
10-27 See complainant
10-28 Disorderly: Give partics
10-29 Intoxicated person
10-30 Street fight
10-31 Accident:No vehicle
10-32 Accident: Vehicle
10-33 Ambulance needed
10-34 Cancel Ambulance
10-35 Assist with carry
10-36 D O A
10-37 Stolen car alarm
10-38 Missing person alarm
10-39 Car check:Registration
10-40 No report of stolen car
10-41 Tampering with Auto
10-42 Wanted Alarm:Car/Person
10-43 License Plate Lost/Stolen
10-44 Dangerous condition
10-45 Family dispute
10-46 Fire Hydrant open
10-47 Fire Hydrant blocked
10-48 Driveway blocked
10-49 Mail
10-50 Transportation
10-51 Animal complaint
10-55 Wrecker required
10-56 Sick person
10-57 Other parking complaint

Pennsylvania

From Willard (PA--164):

Delaware County

23--Eddystone	1	48--Colwyn	4
25--Parkside	1	51--C.I.D.	1
26--Upland	1	53--Sheriff	1
27--Brookhaven	1	55--Court House Police	1
29--Chester Township	1	61--Sharon Hill	4
30--Norwood	1	63--Folcroft	4
41--Lansdowne	1	65--Collingdale	4
43--Alden	4	67--Darby Township	4
44--Clifton Heights	4	71--Newtowne	1
45--East Lansdowne	4	75--Marple (Tac 8 primary)	
46--Yeadon	4	81--Aston	1
47--Darby	4	83--Bethel	1

84--Upper Chichester	1	01--Chief	TAC-1 39.820 W. Dispatch
85--Marcus Hook	1	02-05- Ranking Officers	" -2 39.900 " Car to car
86--Lower Chichester	1	21-29-Patrol Car	" -3 39.780 E. Car to car
91--Springfield	1	31-39-	" -4 39.500 " Dispatch
93--Morton	1	41-49-Street SGT.	" -5 39.600 Court House Front Desk
95--Swathmore	1	51-59-Detective	
98--Media	1	81-89-Portables	" -6 45.540 County Dispatch
99--Nether Provence	1	90-Local Station House	" -7 45.220 Local "
			" -8 453.225 " "

Delaware County Fire Company

Company Location		Station Numbering System		
01	Folcroft	22	Millbourne	43 Holmes
02	Norwood	23	Media	44 Springfield
03	Clifton Heights	24	E. Lansdowne	45 Parkside
04	Darby #1	25	Lester	46 Viscose-Marcus Hook
05	Clenolden #1	UD-2 26	Highland Park-Upper Darby	47 Felton-Chester
06	Collingdale #1	27	Chester	48 Westinghouse-Lester
07	Ridley Park	28	Chester	49 Milmont Park
08	Prospect Park	29	Chester	50 Middletown
09	Sharon Hill	30	Chester	51 South Media
10	Colwyn	31	Chester	52 Brookhaven
11	Morton	32	Marcus Hook	
12	Eddystone	33	Trainer	
13	Rutledge	34	Llanerch	
14	Swarthmore	*35	Brookline	
15	Wayne-Radnor	UD-4 36	Cardington-Upper Darby	
16	Yeadon	UD-3 37	Upper Darby	
17	Essington	*38	Oakmont-Havertown	
18	Folsom	39	Linwood #1	
19	Lansdowne	40	Boothwyn #1	
UD-1 20	Drexel Hill	41	Newtown Square	
21	Darby #2	42	Collingdale #2	

Company Location

53	Broomall	66	Bethel-Boothwyn
54	Lenni Heights	67	Woodlyn
55	Boothwyn #2	68	Lennox-Trainer
*56	Manoa	69	Lima
57	Upland	70	Leedom - Ridley Park
*58	Bon Air - Havertown	71	Chester Heights
59	Concordville	72	Aston - Beechwood
60	Linwood #2	73	Rose Tree
61	Boothwyn #3	UD-5 74	Primos - Secane - Westbrook Pike
62	Crum Lynn	75	Glenolden #2 (Darby Twp)
63	Green Ridge-Aston	76	Darby Twp.
64	Edgemont	77	Darby Twp.
65	Garden City	78	Upper Chichester

*=HAVERFORD TWN.
UD=UPPER DARBY

County Fire Radio

Pumps 1-4		154.19 UD FI	46.16 Ambs.
Ladders 5		154.325 UD F2	46.36 F3
Rescue or Squad 6-A,B,C,D	Portable 8	154.43 Chester City	46.38 Dispatch F1
Ambulances 7-A,B,C,D	Chief 9	33.9 Chester County	46.42 F2
			46.48 Alerting Tone
			46.50

No.	Dist.	Name	No.	Dist.	Name
01	5	Folcroft	26	8	Highland Park
02	5	Norwood	27	2	Franklin
03	7	Clifton Heights	28	2	Moyamensing
04	4	Darby No. 1	29	2	Hanley
05	5	Glenolden	30	2	Felton
06	4	Collingdale No. 1	31	2	Goodwill
07	3	Ridley Park	32	1	Marcus Hook
08	3	Prospect Park	33	1	Trainer
09	5	Sharon Hill	34	9	Llanerch
10	4	Colwyn	35	9	Brookline
11	6	Morton	36	8	Cardington
12	3	Eddystone	37	8	Upper Darby No. 3
13	6	Rutledge	38	9	Cakmont
14	6	Swarthmore	39	1	Linwood
15	10	Radnor	40	1	Boothwyn
16	7	Yeadon	41	10	Newtown Square
17	3	Essington	42	4	Collingdale No. 2
18	3	Folsom	43	3	Holmes
19	7	Lansdowne	44	6	Springfield
20	8	Garrettford	45	6	Parkside
21	4	Darby No. 2	46	1	Viscose
22	8	Millbourne	47	1	Felton House
23	6	Media	48	3	Westinghouse
24	7	E. Lansdowne	49	3	Milmont
25	3	Lester	50	11	Middletown

No.	Dist.	Name
51	6	South Media
52	6	Brookhaven
53	10	Broomall
54	11	Lenni Heights
55	1	Ogden
56	9	Manoa
57	6	Upland
58	9	Bon Air
59	11	Concordville
60	1	Friendship

10 1	Call Cover Up Company
10 2	Arriving at Scene-Condition
10 3	Receiving Message - OK
10 4	
10 5	
10 6	
10 7	Back at Station-Available
10 8	In Service-Responding
10 9	Repeat Message
10 10	

61	1	Reliance
62	3	Vauclain
63	1	Greenridge
64	11	Edgemont
65	6	Garden City
66	11	Bethel
67	3	Woodlyn
68	1	Lennox Park
69	11	Lima
70	3	Leedom
71	11	Chester Heights
72	1	Aston-Beechwood
73	6	Rose Tree
74	8	P S WP UD No. 5
75	5	Briarcliffe
76	5	Darby Twp. No. 4
77	5	Goodwill D.T.
78		

10 11	Fire Under Control
10 12	
10 13	
10 14	
10 15	False Alarm
10 16	
10 17	
10 18	Accident/Motor Vehicle
10 19	Returning to Station
10 20	Location
10 21	Contact by Phone
10 22	Disregard Last Message
10 23	Available by Radio
10 80	External Heart Massage
10 81	Possible DOA
10 82	Possible Internal
10 83	A Fractured Limb
10 84	Misscarriage
10 85	Emergency Maternity
10 86	Notify Hosp.-Have Oxy. Ready
10 87	Severe Bleeding
10 88	Stroke
10 89	Heart Attack
10 98	

Delaware County Fire Notes

It is interesting to note that this list of fire companies was originally the list of when the companies came into the county firemans association. This sheet had about 70 or 75 members on it originally. Company one was the first to join, company two the second etc.

Numbers 76 to 80 were added later as they joined the county fire board. I don't know who they are. Numbers 80 to 85 are the Chester County fire companies. There locations are unknown also.

They tell me that number 90 is the county fire Marshal and his assistant is number 91. Just recently (1982) they added 92 to 95. I think that they are paramedic units. They run out of several local hospitals and are staffed by the hospital trama team, I'm told. They are equipped with advanced life support equipment.

They run with the local fire company rescues and ambulances. They use a jeep like vehicle and meet the ambulance at the scene. They do their thing as needed. If they go with the victim to the hospital, they ride in the ambulance in support of the crew and victim.

The district numbers were developed under the old local fire board system. Each district represented a local fire board.

Most of these small districts have joined the county fire for economic reasons. Some of the large townships fire boards are still in existance today.

Haverford and Upper Darby are two examples of this. Haverford Companies are 35, 38, 56, and 58. I don't know there exact location or Haverford Co. Numbers Upper Darby Companies are:

Upper Darby #	1	2	3	4	5	80	90
Del Co #	20	26	37	36	74	22	03

Their locations are also unknown to me. Fire boards like these are able to handle most multi alarm fires with their own companies men. They may call in County numbered companies for squirts, or rescue equipment or for cover-up-companies.

It should be mentioned here that many of the county companies do not have radios equipped with local fire board frequencies any more. This reason makes communications very confusing when county companies are called to assist at a local fire board fire. Some companies respond with their county number when tapped out by county and local fire board when tapped out by them. Company 03 (Cliffton Heights) is a classic example. Most of the time they do remember to call the other fire boards to tell them that they are out to a fire.

The very small Community of Melbourn is so engulfed by Upper Darby that it is a rare ocassion to hear it respond under its county number. The last time was 5 or was it 8 years ago.

The fire police are called out by districts. "All districts 7 fire police are requested to report to the fire scene at etc." If there is still need for more fire

police, other districts are called in also.

One more point of interest. Delaware County and the City of Philadelphia boarder on each other, Multi-alarm fires along this boundary are handled like two districts. Each trains and runs together with its own group. There is no reason to cross this line as each county (Philadelphia is also a county) has its own resources in equipment and manpower. They do call for special pieces from each other on rare ocassions ie. (foam squirt, rescue and air banks).

This should give you an idea of how an East coast metropax operates its fire companies. We do have problems at times, but let is be known, we are alive and well.

Scanner Program
Greater Upper Darby

1	154.190	Upper Darby Fire -1	26	462.725	Arco-Go Patrol Cars (GRMS)
2	154.325	Upper Darby Fire -2	27	460.425	Delaware River port (Bridges)
3	46.380	Del. Co. Fire TAC-1	28	458.250	Phila. Police (Traffic)
4	46.420	Del. Co. Fire TAC-2	29	453.250	Phila. Police (Traffic)
5	46.360	Del. Co. Fire TAC-3	30	159.090	Upper Darby Police
6	46.160	Del. Co. Fire T-4(AMB)	31	450.550	TV.CH.3 Miny Cam Vans/Base
7	46.480	Del. Co. Fire T-5(ALERT)	32	33.780	Wilmington Del. Fire
8	462.675	Sub. React #3410 (GRMS)	33	455.050	TV. 10 Miny Cam. Vans/Base
9	153.950	Phila. Fire-Mult. ALM.	34	153.250	Del. Pol. Regional Com.
10	159.090	Upper Darby Police	35	154.430	Camden Cnty Fire (Alert)
11	39.820	Del. Co. Pol. Tac. 1 (W)	36	450.450	TV.CH6 Miny Cam Vans/Base
12	39.900	Del. Co. Pol. Tac. 2 (W)	37	453.850	Air Port Police
13	39.780	Del. Co. Pol. Tac. 3 (E)	38	164.725	Indep. Nat. Hist. Park (Pol.)
14	39.500	Del. Co. Pol. Tac. 4 (E)	39	148.400	Phila. Navy Base (fire)
15	154.430	Camden Co. Fire/Med.	40	159.090	Upper Darby Police
16	154.750	Chester City Pol (Simp)	41	156.800	Marine 16 Gloster Cnty..CG
17	33.840	Lower Merion Fire (Alert)	42	157.100	Marine 22 Gloster Cnty. CG
18	33.700	Montgomery Co. Fire (Alert)	43	157.150	Tugs 23 Boath Rivers
19	33.900	Chester Co, Fire (Alert)	44	156.650	Ships Gen. Conver.
20	159.090	Upper Darby Police	45	157.175	Working CH.2
21	453.625	Upper Darby (Sanation)	46	160.560	Conrail Police
22	450.850	Arco-Go-patrol (Reptr)	47	161.635	Maintainers
23	155.670	PA.POL (Sk. Exp.)	48	161.295	Amtrak Police (Rept.)
24	159.075	PA. Turnpike (Rept.)	49	160.800	Tower/Train Operator
25	162.475	NOAA Weather (24 hour)	50	159.090	Upper Darby Police

NOTE

Del.CO. Police Tac. 2+4 are there primary freq.
Tac. 1+3 are Car-Car, ncic, clean Etc. (When heavy skip is in, Tac 3+4 are reverced.
Remember Tac 1+2 are (W) West and Tac 3+4 are (E) East

Scanning Washington, D.C. and Maryland

This is the second D.C./Maryland sub section and I am still operating under the handicap of lack of input. Richard has sent me some of the materials he has received from this area, so I will use that information, together with my own, to put together the next few newsletters.

Turning first to the District of Columbia, the materials I submitted which were printed in March, 1982 are still accurate and have been verified. Unfortunately, some of the information was switched around before it got to the printers, so I will clerify the organization briefly.

The Metropolitan Police Department district channels are set forth on page 59. The Tactical channel numbers reflect the district which operates on that channel. Tac is used for car to car, special district operations, and a backup dispatch channel when needed. The three citywide channels are found on page 62, together with the only VHF frequencies which are used for Detectives. The Metro Intersystem, which is also used in D.C., will be discussed in depth in a later issue. The 10-codes listed on page 59 are the only ones used -- everything else has been relegated to normal english. Unfortunately, the unit numbering system was cut off and the first two columns

are missing (pp. 59-60). The first line represents units in district 1, line two - district 2, etc. The district commander for district 1 (column 1) is CR (Cruiser) 21, District 2 - CR22, etc. (note-"WA" signifies wagon). Also the last column was cut off which set forth the motor cycle numbers. Cycles ID as (Dist.#)("D")(Unit#), or 1-D-x through 7-D-x. The district map and addresses are self explanitory (the district key to the map on page 60 appears at the top of page 61).

The D.C. Fire Department information on pages 61-62 is still correct, and the government uses at the bottom of page 62 are still the only ones which I have verified to be in use. There are two pairs of frequencies which are listed in Gene Hughes' Police Call which I have yet to verify as being in use -- someone speculated that they may be used by the Mayor's Command Center. If anyone can verify them, please let me know and I will print it:

KZW924 (Local Government)...408.800
411.350
KAW678 (Police Department)..488.312
491.312

Next, a brief summation of the Maryland State Police. The map on page 57, together with Barrack locations is still accurate, however, I am now able to supplement that information with material submitted by an unknown contributor. Below are the call signs for each Barrack as well as the counties of coverage. In some of the larger counties (Montgomery, Prince George's, Anne Arundel, Baltimore), the State Police are basically a Highway Patrol, whereas in many of the remaining counties they act as the primary law enforcement agency.

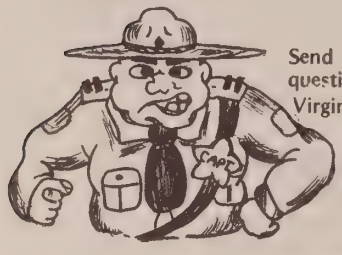
State Police Barracks

Barrack	Call	F	Counties Covered
A - Waterloo	KGA915	11	Howard
B - Frederick	KGA918	12	Frederick
C - Cumberland	KGA910	8	Alleghany, Garrett
D - Bel Air	KGA919	4	Harford
E - Salisbury	KGA913	11	Wicomico
F - North East	KGG903	12	Cecil
G - Westminster	KGA917	9	Carroll
H - Waldorf	KGA916	8	Charles
I - Easton	KGA916	3	Caroline, Dorchester, Talbot
J - Annapolis	KGF986	5	Anne Arundel
K - Security	KBC660	7	Baltimore (Southwest)
L - Forestville	KGA654	4	Prince George's (South)
M - Perryville	KIL718	-	I-95 Toll Road
N - Rockville	KGE796	6	Montgomery
O - Hagerstown	KGA914	4	Washington
P - Glen Burnie	KBT576	10	Department of Motor Vehicles
Q - College Park	KSU469	3	Prince George's (North)
R - Valley	KGN485	7	Baltimore (North)
S - Centreville	KGB631	6	Kent, Queen Anne's
T - Leonardtown	KGD716	7	St. Mary's
U - Prince Frederick	KGD979	9	Calvert
V - Berlin	KZT386	8	Somerset, Worcester
HQ- Pikesville	KGB744	1	Statewide Headquarters

The 12 channels on page 58 are still in force, however, two statewide channels have changed. Maryland has joined the Nationwide Police network on 155.475 and therefore now uses 155.190 as a barrack to barrack channel. Also, the State Police on Interstate 95 (J.F.K. Memorial Highway) operate on 151.040. Finally, (again from Police Call) there are two frequencies which I have found listed but have never heard verified: 44.740 and 44.900. These may be just outdated and the licenses have yet to lapse. Any ideas?

I think that's enough for this month (I'm supposed to keep this down to about two pages). Next month I'll start with Maryland State Government and see how far that gets. If anyone has any corrections or additions to this column or last month's, please send them in and I'll print them.
Finally, if anyone is planning a trip this way, or finds themselves in the D.C. area in need of frequency information, please feel free to drop me a line or call my office (301-340-2264). I'll be happy to give you whatever info I have.

Until next month....



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

PUBLIC SAFETY - SOUTHEAST General Comment

Many thanks to those of you who have submitted information this month for some of the best coverage we have had on the GEORGIA STATE PATROL and the SOUTH CAROLINA HIGHWAY PATROL. Special thanks to Mike (IA-011), Editor of the Public Safety, North Central, for his special help on South Carolina. For those of you who did not send me anything this month, please do take more interest in the club and the column and let me hear from you! SPECIAL THANKS TO Randy (MO-077) for the complete State of Florida Law Enforcement Plan! This is really going to be helpful!

Even though it is out of my coverage area, remember the Dayton Hamvention which is being held April 29, 30 and May 1st at the Hara Arena & Exhibition Center in Dayton! This is the largest radio show and flea market in the USA and if you have not been, you're missing something really enjoyable and worth while! Advanced tickets, good for all three days, are available from DAYTON HAMVENTION, Post Office Box 2205, Dayton, Ohio 45402 ($7.50). At the door (with a long wait), they are $9.00. My amateur call is WG4R, and I will be wearing my name tag. Say "Hi" if we pass!

I recently had a chance to use the new Icom R-70 communications receiver. Space this month will not allow a complete product review, but generally speaking, this is an outstanding radio. It covers 100KHz to 30MHz with excellent selectivity and very good sensitivity on all modes, SSB, CW, RTTY, and optional FM. The rig will work on both AC and DC, making it super for base or mobile use. I have really enjoyed the 10 meter FM ham calling channel (29.600 MHz), where Japan is heard clearly when the band is open. You must use a good antenna with the radio, but it is one of the best general coverage radios out today! If you get a chance, visit your dealer and see for yourself! The list price on the radio is $749.00, but liberal discounts are available from the dealers.

From this point on, whenever a department is covered in the Southeast section, I will make every effort to print the code when the frequencies are published. Like most of you, I have found listening to a frequency without the code is like watching a football game without the line-up! Please send me the codes when you submit frequencies if they are known. I must have the continued help, support and interest of you all if we are going to make the column interesting and complete every month. Everyone of you has a notebook, so please send me copies of what you have! Help! Help!

Commonwealth of Virginia:

I have received some excellent information on the VIRGINIA STATE POLICE from Mark, VA-051, and will print what we have next month if someone out there can complete the data by sending me the codes used by the VSP. To double check my information I also would like transmitter freqs and Division assignments if you have it! Please send me what you have!! You Virginia members don't have much this month because YOU have not sent in the material! Please send it off today!!

State of West Virginia:

In all of the time that I have been editor of this section, I have yet to hear from you guys up there in West Virginia! I have published everything I had in my own note

book, and now it is up to you! I would really like to publish a complete article as on Georgia this month - on West Virginia... PLEASE send me some information on what you have in the notebook!! Frequencies, transmitter locations, WVSP codes, ANYTHING!

State of Florida:

With the super help of Joe (FL-???) in Largo, FL, we will have a very complete section on the Greater Tampa Bay area next month! Just wait til you see this one!! My thanks to Joe!! Also, any members in the Tallahassee area interested in forming a club... Contact Richard (FL-???) at 904-878-4320 after 8PM!

PUBLIC SAFETY - SOUTHEAST

State of Georgia

Many thanks to the following members who assisted with the information in the Georgia seaction this month: Brian, GA-034, Mike, GA-012, Steve, GA-011, Larry GA-???. Please keep up the good work! I hope you all will continue to keep me updated so the column will be more enjoyable for all!! Send it in!!

GEORGIA STATE PATROL Official Ten Signals:

10-0	Caution
10-1	Unable to copy, change location
10-2	Signal good
10-3	Stop transmitting
10-4	Acknowledgement (OK)
10-5	Relay
10-6	Busy, unless urgent
10-7	Out of service
10-8	In service
10-9	Repeat
10-10	Fight or disorder reported
10-11	Dog case
10-12	Standby (stop)
10-13	Weather or road report
10-14	Prowler report
10-15	Burglary
10-16	Domestic problem
10-17	Armed robbery
10-18	Quickly
10-19	Return to _____
10-20	Location
10-21	Call _____ by phone
10-22	Disregard
10-23	Arrived at scene
10-24	Completed last assignment
10-25	Report in person (meet)
10-26	Detaining subject, expedite
10-27	Drivers license information
10-28	Vehicle registration information
10-29	Check wanted/stolen
10-30	Unnecessary use of radio
10-31	Crime in progress
10-32	Subject with firearms
10-33	EMERGENCY
10-34	Riot
10-35	Transporting liquor
10-36	Correct time
10-37	Investigate suspicious person/vehicle
10-38	Stopping suspicious vehicle/person
10-39	Resume normal operations
10-40	If not stolen, check with owner
10-41	Beginning duty tour
10-42	Ending duty tour
10-43	Murder reported
10-44	Suicide or attempt
10-45	Hold evidence, GBI enroute
10-46	Assist motorist
10-47	Emergency road repair
10-48	Traffic light out
10-49	Speeding auto
10-50	Accident (F, PI, PD)
10-51	Wrecker needed
10-52	Ambulance needed
10-53	Road blocked at _____
10-54	Livestock on road
10-55	Drunk driver
10-56	Drunk pedestrian
10-57	Hit and run (F, PI, PD)
10-58	Direct traffic
10-59	Convoy or escort
10-60	___ will leave this station
10-61	FBI signal in following cars
10-62	Reply to message
10-63	Prepare to make written copy
10-65	Mechanical breakdown
10-68	Dispatch information
10-69	Message received
10-70	Fire
10-74	Negative
10-75	In contact with _____
10-76	Enroute
10-77	ETA
10-78	Need assistance
10-79	Notify coroner
10-80	Chase in progress
10-81	Give location & status
10-82	Reserve lodging
10-83	Working school crossing
10-84	Special detail
10-85	Delayed due to _____
10-86	Officer/operator on duty
10-87	Pickup/distribute checks
10-88	Present phone number of _____
10-89	Bomb threat
10-90	Bank alarm at _____
10-91	Pickup prisoner/ subject
10-92	Improperly parked vehicle
10-93	Blockade
10-94	Drag racing
10-95	Prisoner/subject in custody
10-96	Mental subject
10-97	Check signal

GEORGIA STATE PATROL - Official Ten Signals, Con't

10-98	Prison/Jail Break	10-107	Patient pickup by other means
10-99	Wanted/Stolen indicated	10-108	Transfer patient from__ to __
10-101	Medical acknowledgement	10-109	Patient condition codes:
10-102	Send rescue units to _____		A. Walking but injured
10-103	Send police units to _____		B. Moderate injury
10-104	Unable to locate		C. Severely injured
10-105	Patient refuses service		D. Dead
10-106	Patient refuses service	10-110	Multi injury accident

GEORGIA STATE PATROL - Official Frequency Information

42.020 Low Band System. This frequency was state-wide until high-band freqs were activated, however, this frequency is still used for some point to point base station communications. Still monitored and used by GSP and many local departments as well as other state enforcement officers

154.680 Primary GSP Dispatch (GSP officer badge number is radio call ID -
154.800 Car to dispatch & car to car commander officers have low ID's)

154.905 State-wide Sheriff's "inter-county" car to car also
154.935 State-wide Sheriff's "inter-city" Used county SO to GSP

155.910 GSP Dispatch repeater in Atlanta area
154.475 Active, but use unknown

155.370 State-wide point to point, base to base

GEORGIA STATE PATROL - Uniform State Patrol Post Identification

Post 1	Griffin	Post 16	Helena	Post 31	Valdosta
Post 2	La Grange	Post 17	Washington	Post 32	Athens
Post 3	Cartersville	Post 18	Reidsville	Post 33	Milledgeville
Post 4	Villa Rica	Post 19	Swainsboro	Post 34	Manchester
Post 5	Dalton	Post 20	Dublin	Post 35	Jekyll Island
Post 6	Gainesville	Post 21	Sylvania	Post 36	Douglas
Post 7	Toccoa	Post 22	Waycross	Post 37	Lawrenceville
Post 8	Madison	Post 23	Brunswick	Post 38	Rome
Post 9	Atlanta	Post 24	Newnan	Post 39	Cuthbeth
Post 10	Americus	Post 25	Thomson	Post 40	Albany
Post 11	Hinesville	Post 26	Thomaston	Post 41	Lafayette
Post 12	Thomasville	Post 27	Blue Ridge	Post 42	Savannah
Post 13	Tifton	Post 28	Canton	Post 43	Calhoun
Post 14	Donalsonville	Post 29	Ceadertown	Post 44	Forsyth
Post 15	Perry	Post 30	Cordele	Post 45	Statesboro

GEORGIA BUREAU of INVESTIGATION (GBI) Frequencies

Channel 1 (Primary) 155.505 Channel 2 1 154.815
(Note: GBI vehicles are also authorized and use all GSP channels.)

GBI REGIONAL OFFICES

Region 1	Calhoun	Region 5	Statesboro	Region 9	Thomasville
Region 2	Thomaston	Region 6	Milledgeville	Region 10	Atlanta
Region 3	Americus	Region 7	Thomson	Region 11	Athens
Region 4	Douglas	Region 8	Gainesville	Region 12	Dublin
				Region 13	Perry

The GBI Regional Offices generally do not have their own radio dispatchers. Most have a base station console which allows transmission of traffic to the nearest GSP post dispatcher. Regions are made up of surrounding counties.

GEORGIA FISH & GAME ENFORCEMENT - Frequencies

Channel 1: 31.100 MHz Channel 2: 31.140 MHz

FISH & GAME REGIONAL OFFICES:

Calhoun, Manchester, Cordele, Gainesville, Macon, Metter, Walton, Thomson, Waycross, Albany, Brunswisk, Demeries Creek

OTHER GENERAL INTEREST FREQUENCIES - Agency as noted

45.560 Georgia Civil Defense, used state-wide
159.330 Georgia Forestry, used state-wide, also 159.360, 159.390
155.370 State-wide inter-state communications, GSP, PD's, SO's, base to base
31.140 Used state-wide in state parks by rangers

Coming soon... a breakdown on the inter-communications systems used by the 159 Sheriff's Depeartments. There just wasn't room for it this month! Please let me know what you hear and if you have any corrections!

PUBLIC SAFETY - SOUTHEAST — State of South Carolina

SOUTH CAROLINA HIGHWAY PATROL - Frequencies of Operation

State-wide Frequency Assignments:

Channel Number	Base	Mobile	
1	42.100	42.100	
2	42.100	42.260	
3	42.120	42.120	
4	42.080	42.080	
5	42.260	42.260	
6	42.340	42.340	
	155.955	----	Highway Patrol intersys.
	155.640		Dept. of Corrections
	451.025	Repeats Correction 155.955	

SOUTH CAROLINA HIGHWAY PATROL

EMERGENCY Ten SIGNALS

10-0 Chase in progress
10-3 Stop transmitting
10-33 Emergency
10-50 Accident (F, PI, PD)
10-51 Wrecker needed
10-52 Ambulance needed
10-53 Road blocked (specify)
10-78 Need assistance

Comment: 10-50 F would mean Accident, Fatality
10-50 PI would mean, Accident Personal Injury
10-50 PD would mean, Accident Property Damage only

SOUTH CAROLINA HIGHWAY PATROL - Bases

"A"	Columbia	Ch 2	Dispatcher
"B"	Greenwood	Ch 4	Dispatcher
"C"	Greenville	Ch 2	Dispatcher
"D"	Chester	Ch 3	Dispatcher
"E"	Florence	Ch 4	Dirpatcher
"F"	Charleston	Ch 2	Dispatcher
"G"	Orangeburg	Ch 3	Dispatcher

REMOTE TRANSMITTER SITES - Bases

Conway, Beaufort, Walterboro, Ridgeland, Gaffeney, Anderson, Sumter Ninety-Six

SCHP Trooper ID system: District Letter as a prefix and then badge ID number.

SOUTH CAROLINA LAW ENFORCEMENT DIVISION (SLED), will use "SLED" prefix and will be heard state-wide operating on all of the South Carolina Highway Patrol freqs.

Comment: When I do an update on the SCHP, I would like to have a map showing the Districts, information on which base stations control which remote transmitters. Also, Greenville base (KIA702) is the radio link with the NCSHP for the patrol. Greenville monitors NCSHP Asheville on 42.620, and Asheville monitors Greenville. You will hear the exchange of radio traffic between the two patrols on these freqs.

SOUTH CAROLINA HIGHWAY PATROL - Official Ten Signals & Codes

SIGNALS

Signal 1 Handle by mail
Signal 2 _____ delivered addressee
Signal 3 Driving under suspension
Signal 4
Signal 5 Permission, use patrol car go _____
Signal 6 Permission send _____ to Columbia
Signal 7 Send _____ to Columbia for another vehicle
Signal 8 Permission to visit HQ Columbia
Signal 9 Make investigation (confidential as possible
Signal 10 Stay in service
Signal 11 If no stolen report - check with owner for disposition
Signal 12 Operator has no information on that subject
Signal 13 Permission to go 10-7 for _____
Signal 14 Give to local broadcast stations
Signal 15 Resume normal operations
Signal 16 Out of car - radio is on
Signal 17
Signal 18
Signal 19 Do not use transmitter - see tech
Signal 20 Tower lights out as follows:
Signal 21 Officials or visitors present

UGENCY CODES

Code 1 Normal run
Code 2 No delay, silent
Code 3 Urgent - siren & lights
Code 4 Urgent - siren & lights administrative request

TEN SIGNALS

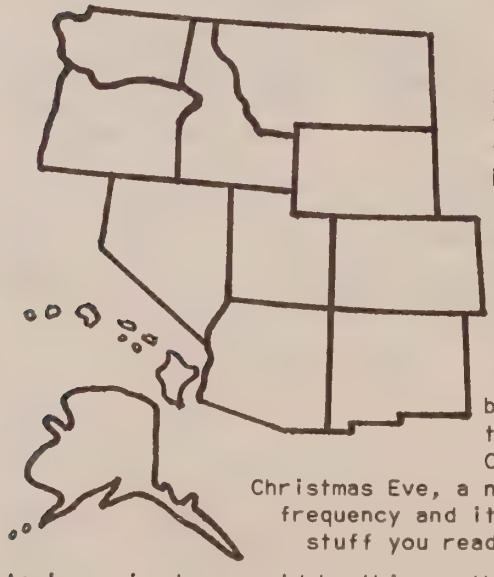
10-1 Weak signal
10-2 Signal good
10-4 Affirmative (OK)
10-5 Relay to _____
10-6 Busy
10-7 Out of service
10-8 In service
10-9 Say again
10-10 Negative
10-11 _____ on duty
10-12 Standby (stop)
10-13 Exhisting conditions
10-14 Message/information
10-15 Message delivered
10-16 Reply to message
10-17 Enroute
10-18 Urgent
10-19 (In) contact
10-20 Location
10-21 Call by phone
10-22 Disregard
10-23 Arrived at scene
10-24 Assignment completed
10-25 Report to (meet)
10-26 ETA
10-27 License information
10-28 Ownership information
10-29 Records check
10-30 Danger/caution
10-31 Pickup
10-32 _____ units needed quickly
10-34 Time
10-40 Road repairs
10-41 Beginning duty
10-42 Ending duty tour
10-43 Urgent, use siren
10-44 Silent run
10-45 Animal carcass
10-46 Assist motorist
10-47 Suspicious vehicle
10-48 Stopping vehicle (give information)
10-49 Civil disturbance
10-54 Direct traffic
10-55 Intoxicated driver
10-56 Intoxicated pedestrian
10-57 Hit & run (F, PD, PI)
10-58 Riot
10-59 Man with gun
10-60 Norify coroner
10-61 Illegal use of radio
10-62 Prison or jail break
10-63 Advise phone no. of ___
10-64 Bomb threat
10-65 Blockade
10-66 Drag racing
10-67 Prisoner in custody
10-68 Mental subject
10-69 Detaining subject rush reply
10-70 Fire
10-71 Records indicate wanted or stolen
10-72 Larceny
10-73 Break-in
10-74 Armed robbery
10-75 Shooting
10-76 Assault
10-77 Vandalism
10-79 Prowler
10-80 Suspicious person
10-81 Missing person
10-82 Domestic
10-83 Fight
10-84 Crime in progress
10-85 Alarm
10-86 Out of vehicle, subject to call
10-87 Request permission to leave patrol
10-88 Squad in vicinity
10-89 Escort
10-90 Prepare to copy
10-91 Return to ___
10-92 Delayed due to ___
10-93 Message received
10-94 General broadcast
10-95 Pickup prisoner
10-96 Breathalyzer opr
10-97 Radio check
10-98 Switch to regional channel
10-99 Traffic light out at _____

State of North Carolina:

Next month, with the kind help of Chip (NC-???), we will have an article on the Greater Charlotte, North Carolina area.

I, even as an Editor, can not get a membership listing with names and addresses. I would like for Paul, NC-021) to please drop me a note so I can ask for some information on some NC state agencies. Paul you seem like a good source after the excellent information on the State Patrol in March 1981. Please write me.

Is there anyone out there who has or can get the system breakdown and codes of the North Carolina Wildlife Commission? This makes for really great monitoring.



PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt
17473 E. 16th Dr.
Aurora, CO 80011

* * * * * * * * * * * * * * * * *

Here we go again. The March issue (I think) but in early January, as I write, we are still trying to recover from the blizzard that stole Christmas. All was not lost however, on Christmas Eve, a normally dull day, you could punch in any frequency and it was busy. But enough of that and on to the stuff you read this column for.

As I promised, more Idaho this month. In fact there is enough for another month of "all Idaho" but we won't do it as that is not fair to those who send in things from other states. So Idaho fans stay tuned, there's some this month and more next month.

BOISE IDAHO [George (ID-002) and Douglas McDougall (Can-041]

base	mobile	types	who	chan	use
453.300	458.300	PL RP	Boise Police	A	Dispatch
453.350	458.350	PL RP	Boise Police	B	Administration
453.425	458.425	PL RP	Boise Police	C	Mutual Aid
453.475	458.475	PL RP	Boise Police	D	Car-to-car
154.370	154.370	PF BM	Boise Fire	1	Car-to-car
154.430	154.430	PF BM	Boise Fire	2	Dispatch
460.025	465.025	PP RP	Ada/Boise Co. Sheriffs	1	Mutual Aid
460.450	465.450	PP RP	Ada/Boise Co. Sheriffs	2	Dispatch
	465.275	PP MO	Ada/Boise Co. Sheriffs	3	car-to-car
460.225	465.225	PP RP	Ada/Boise Co. Sheriffs	4	Administration
460.275	460.275	PP BM	Ada/Boise Co. Sheriffs	5	Detectives
154.250	154.250	PF BM	Ada/Boise Co. Fire		

ADA COUNTY IDAHO E.M.S. RADIO SYSTEM [George (ID-002)]

155.265	155.265	PS BM	Ambulance dispatch	1 green
155.055	155.055	PS BM	Info, car-to-car	2 purple *
155.280	155.280	PS BM	Ambulance to hospital	secondary 3 blue*
155.340	155.340	PS BM	Ambulance to hospital	primary 4 red*
154.430	154.430	PF BM	Boise City Fire	5 Gold
154.370	154.370	PF BM	Boise City Fire	6 Gold 2 (paramedics)
154.250	154.250	PF BM	Ada/Boise County Fire	7 Gold 3 (paramedics)
154.160	154.160	PF BM	Ada Co./Boise City Paging	8 green 2 secondary dispatch
460.525	465.525	PS RP	Statewide hospital-to-hospital	9 red 2 *
460.550	465.550	PS RP	Statewide Hospital-to-hospital	secondary 10 red 3 *
463.175	468.175	PS RP	Statewide biomedical	11 alpha 3
463.150	468.150	PS RP	Statewide biomedical	12 alpha 1
463.125	468.125	PS RP	Statewide biomedical	13 alpha 2

* Channels 9 and 10 repeat channels 3 and 4. Channel 10 also enables the ambulances to contact the city police or county sheriff in case they are needed. Channel purple is used for enroute information and car-to-car traffic, however the state communications center is able to dispatch on any of the 13 channels. Most of the traffic on channel 10 is hospital to hospital. All channels are refered to by color except the fire channels.

BILLINGS MONTANA AREA [Douglas McDougall (Can-041)]

155.610	?	PP RP	Billings PD	1
154.725	154.725	PP BM	Billings PD	2
154.370	154.370	PF BM	Billings FD	1
154.340	154.340	PF BM	Billings FD	2
39.820	39.820	PP BM	Yellowstone County Sheriff	
39.940	39.940	PP BM	Yellowstone County Sheriff	
159.210	none	PP CO	Montana State Police control	
39.860	39.860	PP BM	Montana State Police	
39.920	39.920	PP BM	Montana State Police	

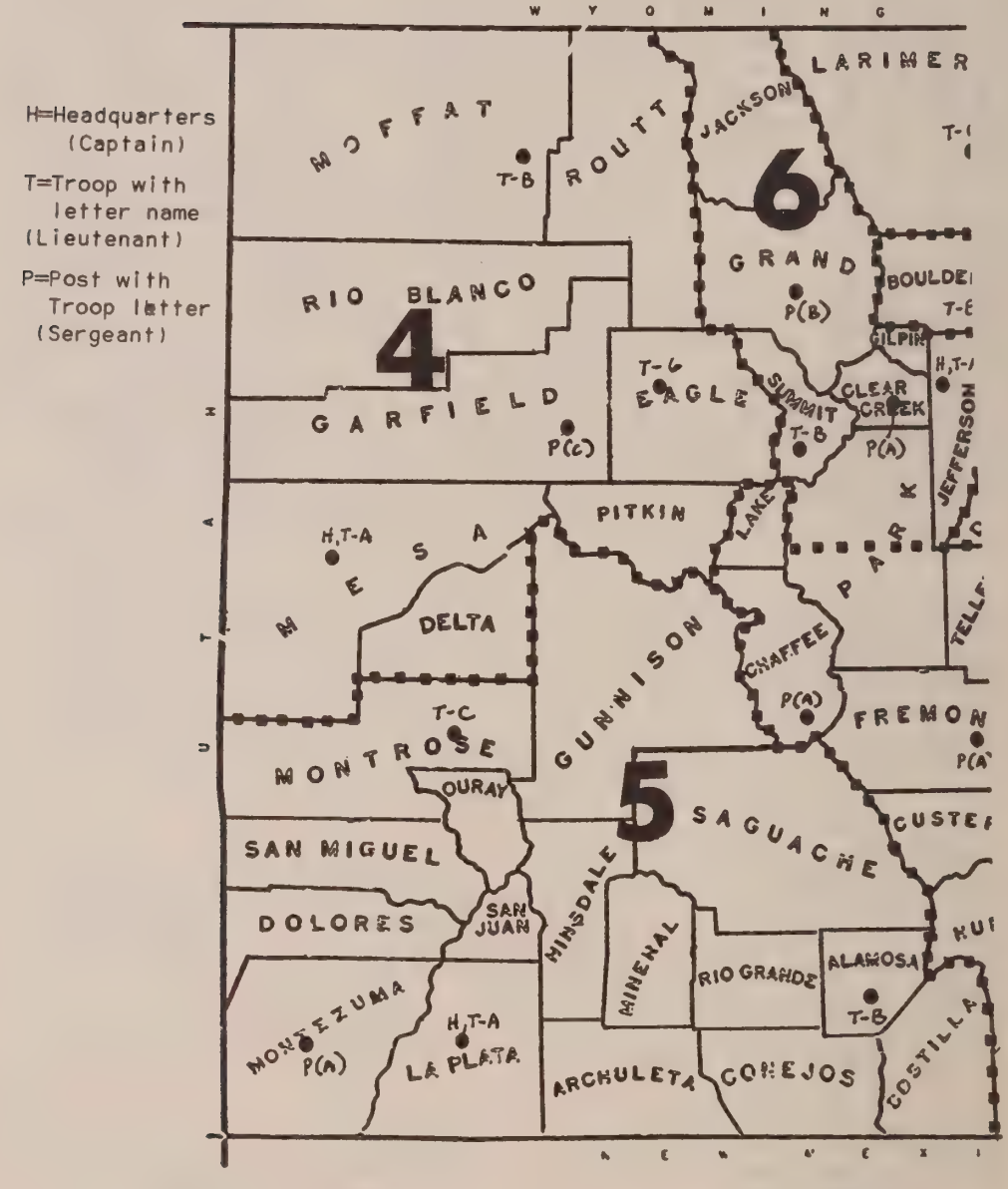
BOULDER REGIONAL COMMUNICATIONS CENTER AND BOULDER AREA COLORADO [Chuck Pringle (CO-014)]

155.145	155.865	PL RP	Sheriff and area PD dispatch	green
155.655	154.950	PP RP	chit chat, detectives	yellow
155.625	155.625	PP BM	car-to-car	blue
155.520	155.520	PP BM	data	violet
155.490	155.490	PP BM	radio techs	bronze
158.775	158.775	PL BM	paging	grey
154.325	154.325	PF BM	Fire dispatch	red 1
154.205	154.205	PF BM	Fire dispatch city	red 2
154.415	154.415	PF BM	Fireground	red 3
154.280	154.280	PF BM	FERN	red 4 red Alpha
37.100	37.100	PL BM	Low Band Fire Dispatch	red 5
154.980	154.980	PL BM	City Parks, Humane Society	White
153.860	153.860	PL BM	City Public Works	Orange
156.180	156.180	PH BM	County Public Works	Brown
155.190	155.700	PP RP	Univ. of Colo. Police	Gold
156.210	154.815	PP RP	Longmont PD Ch. 1	Black 1
155.580	155.580	PP BM	Longmont PD Ch. 2	Black 2
155.280	155.280	PS BM	Ambulances, hospitals	EMS 1
155.340	155.340	PS BM	ambulances, hospitals	EMS 2

Much of this data has appeared before but this is the first list I have seen that has all of the color identifiers. Thanks Chuck.

Well, I should type a little more, but my typing is getting so bad that I am about to run out of correction fluid. So until next month - so long.

Geo

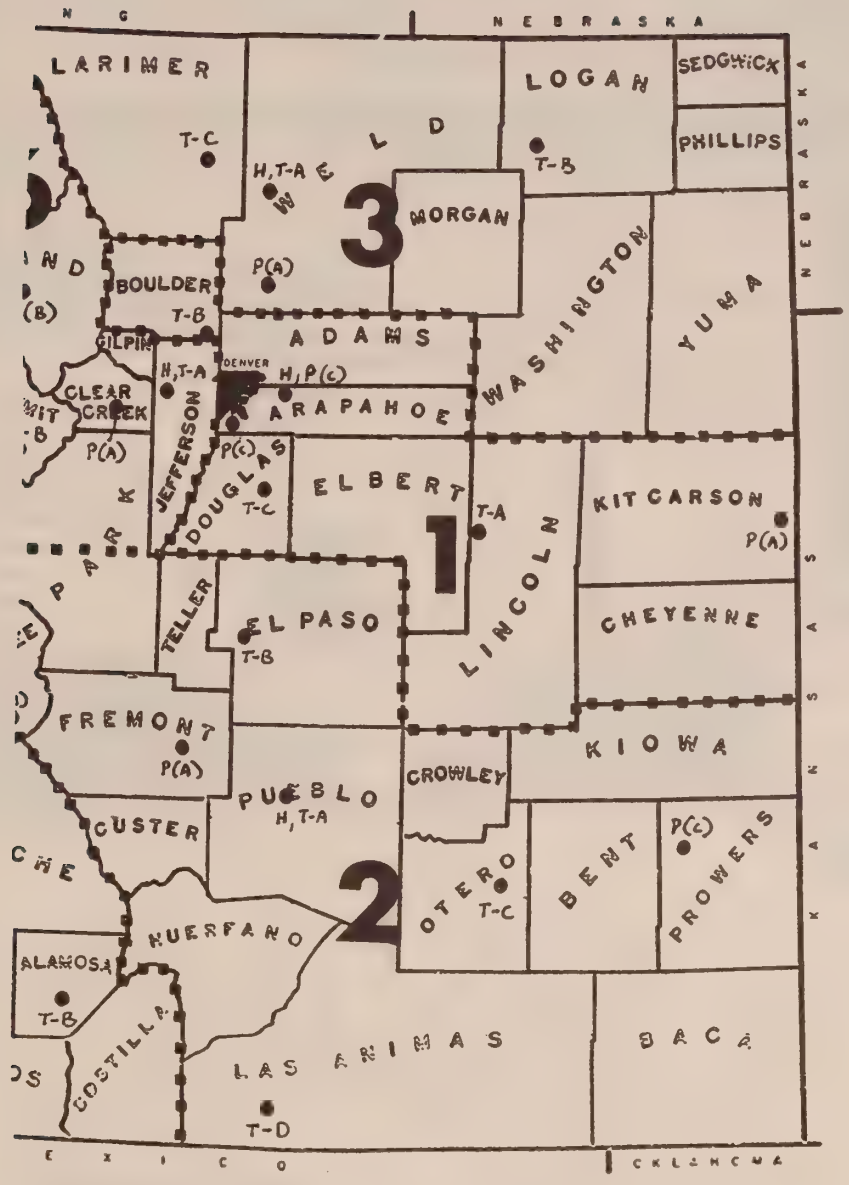


COLORADO STATE PATROL (western half) DISTRICTS

DISTRICT 4
base 154.695
mobile 154.830
Headquarters-Grand Jct.
Troop A - Grand Jct.
Troop B - Craig
Troop C - Eagle
Post - Glenwood

DISTRICT 5
Base 154.695
mobile 154.830
Headquarters-Durango
Troop A - Durango
Post - Cortez
Troop B - Alamosa

DISTRICT 6
base 154.695
mobile 154.830
Headquarters-Golden
Troop A - Golden
Post - Idaho Springs
Troop B - Frisco
Post - Hot Sulpher Springs

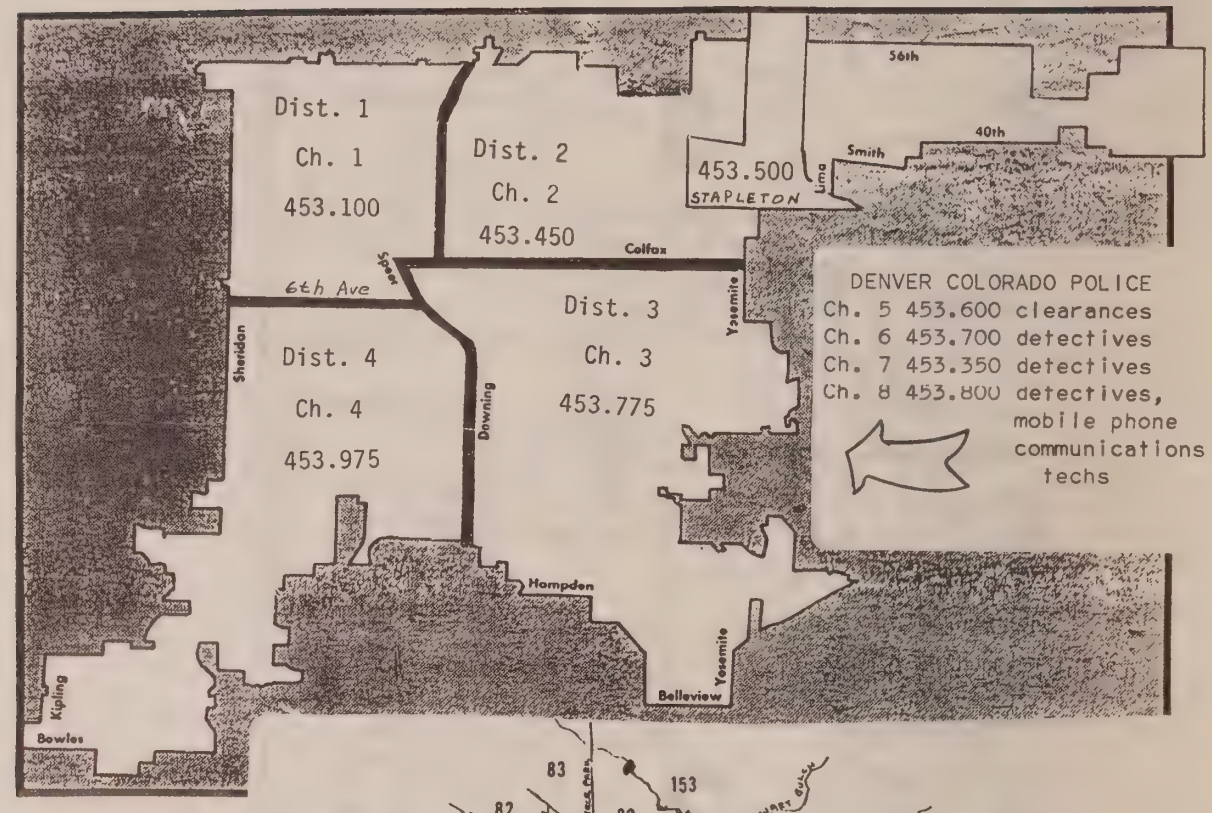


COLORADO STATE PATROL (eastern half) DISTRICTS

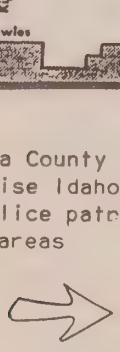
DISTRICT 1
base 154.665
mobile 154.665 or 154.740
Headquarters-Aurora
- Troop A Limon
  - Post - Burlington
- Troop B - Broomfield
- Troop C - Castle Rock
  - Post - Aurora
  - Post - Littleton

DISTRICT 2
base 154.935
mobile 154.770
Headquarters-Pueblo
- Troop A - Pueblo
  - Post - Canon City
  - Post - Salida
- Troop B - Colorado Spgs.
- Troop C - La Junta
  - Post - Lamar
- Troop D - Trinidad

DISTRICT 3
base 154.935
mobile 154.770
Headquarters-Greeley
- Troop A - Greeley
  - Post - Ft. Lupton
- Troop B - Sterling
- Troop C - Ft. Collins



Ada County and Boise Idaho police patrol areas



PUBLIC SAFETY - CALIFORNIA

Send Public Safety and Special Emergency frequencies, radio system details and questions to:

Public Safety, California, P.O. Box 3962, Santa Fe Springs, CA 90670-1962

SAN LEANDRO POLICE DEPARTMENT

From CLIFF (CA-AL-029)

COMMUNICATIONS

CHANNEL GREY	DISPATCH CH-1	(BASE)	154.80	POLICE SHIFTS
CHANNEL GREY	CH-1	(MOBILE)	154.80	FIRST WATCH MIDNIGHT to 0800
CHANNEL BROWN	DISPATCH CH-2	(BASE)	154.965	SECOND WATCH 0800 to 1600
CHANNEL BROWN	CH-2	(MOBILE)	154.965	THIRD WATCH 1600 to 2400
				"B" SHIFT 1930 to 0330
CLEMARS	DISPATCH CH-4	(BASE)	154.92	
CLEMARS	CH-4	(MOBILE)	154.92	
CHANNEL GREEN	DISPATCH	(BASE)	155.07	
CHANNEL GREEN		MOBILE)	155.07	

COMMAND and SUPERVISORY CALL IDENTIFIERS

A. SERIES ASSIGNMENT
   1. CHIEF OF POLICE
      a. #91
   2. CAPTAINS OF POLICE
      a. #81 thru 89
      b. BUREAU OF FIELD OPERATIONS COMMANDER #81
      c. BUREAU OF SERVICES COMMANDER #82
   3. LIEUTENANTS OF POLICE
      a. #71 thru #79
      b. PATROL #71
      c. INVESTIGATION # I71
      d. TRAFFIC # TRAFFIC 71
      e. RECORDS/COMM./INVESTIG. RECORDS 71
      f. PLANNING and TRAINING 6 71
   4. SERGEANTS OF POLICE
      a. #51 thru 59
      b. FIRST WATCH #51
      c. SECOND WATCH #52
      d. THIRD WATCH #53
      e. "B" SHIFT #54
      f. STATION SERGEANT R51 or R52 or R53 or R54
      g. INVESTIGATION SERGEANT I51 or I52 or I53 or
      h. JUVENILE # J51

LINE AND SUPPORT PERSONNEL IDENTIFIERS

A. NUMBER ASSIGNMENTS
   1. PATROL
      a. IDENTIFIERS DIVIDED INTO TWO (2) SECTIONS (watch/beat)
      b. WATCH IS SHOWN BY 1,2,3. (4 is B SHIFT)
      c. BEAT IS SHOWN BY 21 thru 28

d. IDENTIFIERS ABOVE 28 ARE ROVERS (except 37)
e. IDENTIFIER 37 (R37) is the PADDY WAGON (SPAM CAN)
f. ALL IDENTIFIERS PRECEEDED BY "R" IS A RESERVE

2. TRAFFIC
a. UNITS IDENTIFIED AS 1,2, or 3 ARE FOR TRAFFIC ENFORCEMENT
b. UNITS IDENTIFIED AS 4, or 5 ARE FOR TRAFFIC INVESTIGATION

3. JUVENILE
a. JUVENILE PATROL OFFICERS ARE DESIGNATED AS J1,J2,J3

4. INVESTIGATION
a. INVESTIGATIVE OFFICERS ARE DESIGNATED I-1, I-2, I-3

From CLIFF (CA-AL-029)

SAN LEANDRO FIRE DEPARTMENT IS DISPATCHED FROM THE PUBLIC SAFETY BUILDING, DOWNTOWN SAN LEANDRO. THE SAME DISPATCHERS USED FOR FIRE ARE ALSO USED FOR POLICE COMMUNICATIONS.

COMMUNICATIONS:

BASE: 154.07
MOBILE: 154.07
MUTUAL AID-----154.28

STATION #1 450 ESTUDILLO AVE
SAN LEANDRO , 94577

ENGINE 2E1
TRUCK 2T1 - 100' LADDER
ENGINE 2E7 "RESERVE"
TRUCK 2T6 "RESERVE"

STATION #2 1040 DAVIS ST.
SAN LEANDRO. 94577

ENGINE 2E2
SQUAD 2S2

STATION #3 2101 MARINA BLVD.
SAN LEANDRO, 94577

ENGINE 2E3
TRUCK 2T3

STATION #4 1065 143rd AVE.
SAN LEANDRO, 94577

ENGINE 2E4
TRUCK 2T4 - SNORKEL
SQUAD 2S4
POWER 2J4 WAGON
ENGINE 2E6 "RESERVE"

STATION #5 395 FARGO ST.
SAN LEANDRO, 94579

ENGINE 2E5

RADIO IDENTIFIERS:

2-C-1 FIRE CHIEF
2-C-2 DEPUTY CHIEF-ADMINISTRATION
2-C-3 DEPUTY CHIEF-OPERATIONS
2-C-4 "DUTY" BATTALION CHIEF
NOTE: each 24 hour shift has a BATTALION CHIEF, that "duty" chief will always be designated 2-C-4. If a large fire exists, and off duty BATTALION CHIEFS respond, their designations will be 2-C-5, and 2-C-6.
2-C-7 IS THE BATTALION CHIEF (FIRE MARSHAL) IN CHARGE OF FIRE PREVENTION. (also known as 2-I-1)

2-I-1 SAME AS 2-C-7---BUT!!!---2-I-1 is most likely to be the actual radio identifier used by dispatch.
2-I-2 FIRE INSPECTOR
2-I-3 FIRE INSPECTOR
2-P-3 FIRE PREVENTION VEHICLE (van)

NOTE::::::::::THE FIRE CHIEF (2-C-1) AND THE FIRE PREVENTION VEHICLE (2-P-3) BOTH HAVE POLICE COMMUNICATION CAPABILITIES!

George CAKE018

Being a new member I don't know how much information has been printed from the Kern County area, however I am sending all of the major frequencies and their usages on my list. If you know of any back issues with information about Kern County please let me know the dates and if back issues are availabe. I would also be interested in any information about C.D.F. and Sequoia N.F. in this area. What are the sensitive frequency guidlines for the Newsletter? Please use all or any portion of the following information as you wish, looking forward to reading your next column.

KERN COUNTY, CALIFORNIA

Control 1 - K.C.Sheriffs Office
2 - Bakersfield Police Dept.
3 - Calif. Hiway Patrol
4 - K.C. Fire Dept.
5 - K.C. Communications Center

K.C.Sheriffs Office

frequencies used:

453.700 -- Green	primary valley dispatch	
453.600 -- White	secondary	
453.400 -- Brown	desert dispatch (Mojave) also used by misc. units of federal government which are equipped with K.C.S.O. radios.	
453.225 -- Red	mutual aid, used by both K.C.S.O. & K.C.F.D. during busy traffic hours.	
154.920 -- Clemars	(H.T. Sets) used mostly by reserve deputies at special events (fairs, boat drags, etc.)	

(Video terminals are used in Beat Sergeants and above cars. These have car to car, car to dispatcher, & car to computer capability.)

Radio Codes used:

Command 1 ----Sheriff
2 ----Undersheriff
3 ----Chief, Criminal Division
4 ----Chief, Services Division
5 ----Chief, Jail Division

Comm	--Communications
Charlie	--Captain
Lincoln	--Lutenant
David	--Detective
Sam	--Sergeant
Paul	--Patrol Unit
Nick	--Narcotics Unit
Tom	--Transportation
Adam	--2nd unit in a patrol beat
Scout	--Misc. Fed. Gov't.
Service	--Misc. Fed. Gov't.
Louie	--Lamont unit
Frank	--Frazier Park unit
Mike	--Mojave unit
Delta	--Delano unit
William	--Wasco unit
Tango	--Taft unit
Ridge	--Ridgecrest unit
Kern	--Kernville unit
Rose	--Rosemond unit
Button	--Buttonwillow unit
Glen	--Glenville unit
Elk	--Elk Hills unit
Cora	--K.C. Corroner
Tempo	--TEST (communications)
Record	--Scientific

K.C. Fire Department

frequencies used:

453.300 -- Blue	primary dispatch
453.450 -- Orange	channel 2 (used for daily weather reports, station to station business and as a primary channel when Blue is busy with another fire)
453.375 -- Yellow	Channel 3 (fireground - used on major brush or mountain incidents - Not on repeater net, can only be heard at short range.)
453.225 -- Red	mutual aid - also used as a 4th channel if others are busy.

Radio Codes used:

Command 1. Chief
2. Deputy Chief
3. Ass't Chief (Fire Suppression)
4. Ass't Chief (Arson & Training)
Division 1. (Battalions 1, 3, 5, & 7)
Division 2. (Battalions 2, 4, & 6)

Battalion 1.
- Sta 11. Keene
- 12. Tehachapi
- 13. Loraine
- 14. Mojave
- 15. Rosemond
- 16. Calif. City
- 17. Boron
- 18. Walker Basin

Battalion 2.
- Sta 21. Taft
- 22. Maricopa
- 23. Fellows
- 24. McKittrick
- 25. Buttonwillow
- 26. Lost Hills
- 27. Annette

Battalion 3.
- Sta 31. Wasco
- Sta 32. Shafter
- 33. McFarland
- 34. Minterfield
- 35. Woody
- 36. Glenville

Battalion 4.
- Sta 41. Virginia Colony
- 42. Nile Street
- 43. La Cresta
- 44. Southgate
- 45. Edison

Battalion 5.
- Sta 51. Lamont
- 52. Greenfield
- 53. Old River
- 54. Arvin
- 55. Mettler
- 56. Lebec
- 57.
- 58. Pine Mountain

Battalion 6.
- Sta 61. Norris
- 62. K.C. Airport
- 63. Highland
- 64. Riverview
- 65. Greenacres
- 66. Stockdale

Battalion 7.
- Sta 71. Kernville
- 72. Lake Isabella
- 73. Inyo Kern
- 74. Ridgecrest
- 75. Randsburg

KERN COUNTY

158.850	Control 5 (K.C. Communications Net)
153.785	Parks Patrol
155.625	Probation Department
155.880	Health & Building Departments
158.940	Animal Control
151.100	Hiways & Bridges
453.325	Golden Empire Transit

U.S. Government

168.775	Sequoia N.F.	#20 units - Springville
168.175		30 units - Hume Lake
168.675		40 units - Hot Springs
170.000	Air-4	50 units - Oak Flat
164.912	South Zone	60 units - Kernville
170.550	Los Padres N.F.	
170.475		
169.900	Air-1	

City of Bakersfield

155.310	Police Dept.	Ch.1
155.190		Ch.2
154.920		Ch.3 Clemars
153.950	Fire Dept	Dispatch to stations
154.070		Ch. 1

Station 1. 21st & H St. (Eng 1, Sq 1, Tk 1, Rescue 1)
2. 716 E. 21st St. (Eng 2, Sq 2)
3. 4th & L St. (Eng 3)
4. Bernard & Sacramento (Eng 4, Tk 2)
5. Planz & S. Chester (Eng 5)
6. E. Brundage & King (Eng 6)
7. Sorrano & Acres (Eng 7, Sq 7, Tk 3)
8. Mt Vernon & University (Eng 8, Sq 8)

155.940 Public Works

MISC.

161.70	KBAK-TV
153.595	P.G. & E. Emergency Crews
173.275	Bakersfield Californian (Newspaper)
153.740	Cal*State Bakersfield Police
151.755	Bakersfield College Security
37.75	Calif. Water Service
151.985	Pacific Telephone Repair
170.150	KUZZ Radio mobile broadcast
171.785	KPWR-TV
158.490	Getty Oil Security
47.54	Hall Ambulance
47.66	Golden Empire Ambulance
155.220	Bohn's Kern Valley Ambulance
155.235	Taft Ambulance
155.340	Tri-County Ambulance
151.430	Calif. Fish & Game

RAILROADS

160.650	A.T.& S.F. Road
160.335	PBX-4
161.550	Southern Pacific R
160.890	PBX-2

AIRCRAFT

121.700	Meadows Field		Ground
118.100	"	"	Tower
118.800	"	"	Approach
118.600	"	"	ATIS
121.500	"	"	Emergency

DALY CITY FIRE DEPARTMENT:

Background: Daly City is the northernmost city in San Mateo County and borders San Francisco on S.F.s southern border. The population of Daly City is about 70,000.

Frequencies: F1: 154.1000; F2: 154.2800 (white-Mutual Aid)

Equipment:

STATION 1: 151 LAKE MERCED BLVD
a) ENGINE 1
b) SQUAD 1 (HIGHWAY RESCUE UNIT)
c) BATTALION CHIEF
d) UTILITY 1 (PICK-UP WITH GRASS PUMP AND TANK)

STATION 2: SANTA BARBARA AND PARKVIEW STS.
a) ENGINE 2

STATION 3: SCHWERIN AND GENEVA STS.
a) ENGINE 3
d) TRUCK 3 (85 FOOT AERIAL)

STATION 5: LINCOLN AND EDGEMONT STS.
a) ENGINE 5
b) TRUCK 5 (85 FOOT SNORKEL)
c) RESCUE 5 (BEACH RESCUE UNIT)

STATION 7: GELLERT AND WEMBLEY
a) ENGINE 7 (WITH SQUIRT BOOM)

RESERVE EQUIPMENT:
a) 2 ENGINES
b) 1 RESERVE AERIAL (65 FOOT)
c) 1 PUMPER

Headquarters: 10 WEMBLEY DR., ADMINISTRATIVE AND COMMUNICATIONS

DALY CITY POLICE DEPARTMENT:

Police station, pre-trial detention facility(PDF), and communications center located at City Hall. The address is 90th and Sullivan Avenues.

Frequency: 488.7375 mhz.

Identifiers: L is Patrol, X is Sergeant. (These are tentative since I can listen to DCPD when I'm in the area).

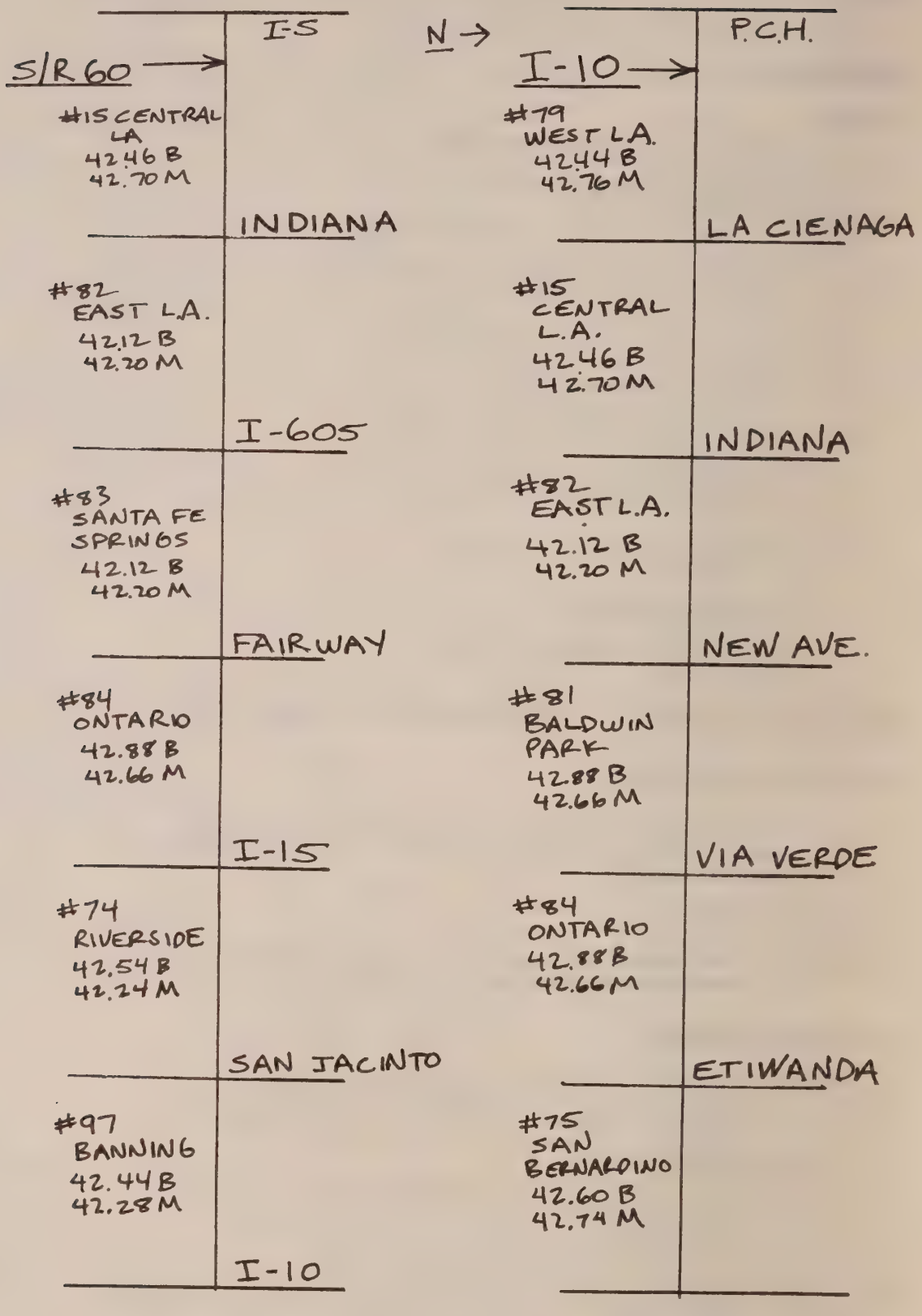
MARIN COUNTY AMBULANCE:

Marin County dispatches ambulances on 155.1000 mhz and IDs as CONTROL 17. In Marin County, all ambulances are privately owned. Ambulances request MED CHANNELS from dispatcher on this freq.

MARIN COUNTY PARAMEDIC SYSTEM:

Paramedical services are provided by fire departments. County is divided into FIVE paramedical zones. Within each zone, one FIRE DEPT. provides paramedics for all cities in that zone.
NORTH ZONE- NOVATO FIRE DEPT., RESCUE 60 on 46.36mhz
CENTRAL ZONE- SAN RAFAEL FIRE, RESCUE 50 on 46.2mhz
ROSS VALLEY ZONE-(NOT YET SET UP), TO BE PLACED AT ROSS FIRE (46.5mhz)
SOUTH ZONE-(TIBURON FIRE(/?), RESCUE 30 on 46.5mhz
WEST ZONE-(COUNTY FD @ PT. REYES), RESCUE 90 on 46.28 mhz
Paramedic RESCUE units will switch to 155.1000 mhz to obtain MED CHANNELS.
In addition, ambulances may be dispatched along with RESCUE.
NORTH ZONE: A61(a for ambulance) dispatched with R60 on 46.36mhz
SOUTH ZONE: A31 or 32(depending which city dispatched to with R30 on 46.5mhz)

Continued on p. 69


S/R 60 →
I-5
N →
I-10 →
P.C.H.
#15 CENTRAL LA 42.46 B 42.70 M
INDIANA
LA CIENAGA
#82 EAST L.A. 42.12 B 42.20 M
I-605
#15 CENTRAL L.A. 42.46 B 42.70 M
INDIANA
#83 SANTA FE SPRINGS 42.12 B 42.20 M
FAIRWAY
#82 EAST L.A. 42.12 B 42.20 M
NEW AVE.
#84 ONTARIO 42.88 B 42.66 M
I-15
#81 BALDWIN PARK 42.88 B 42.66 M
VIA VERDE
#74 RIVERSIDE 42.54 B 42.24 M
SAN JACINTO
#84 ONTARIO 42.88 B 42.66 M
ETIWANDA
#97 BANNING 42.44 B 42.28 M
I-10
#75 SAN BERNARDINO 42.60 B 42.74 M

NAPA AND SONOMA COUNTIES:
Both counties dispatch ambulances on 155.1000 mhz. Napa IDs as NAPA 11 and Sonoma IDs as Control 9. In addition, Napa City FD dispatches MEDIC units on 154,4150mhz.

SAN FRANCISCO:

San Francisco Public Health Ambulances (nearly all Paramedics) are dispatched on 155.3850mhz. Base station is Central Emergency and units are 1Henry 80 series. SFPHD recently acquired a MULTI CASUALTY RESPONSE UNIT that responds to multiple injury accidents. (Unknown what the identifier is).

OTHER NEWS:

Fairfax Fire and San Anselmo Fire recently merged for budgetary reasons. The new organization is called ROSS VALLEY FIRE SERVICE. Both units are dispatched on 46.5mhz but identifiers are different.

Ross recently merged its Police and Fire Depts. into Public Safety Department. Employees are cross-trained in both professions. Ross Police on 39.44mhz are to be dispatched to minor fires AND are expected to extinquish them. Ross Fire on 46.5mhz will only be called for big fires. How big is Ross? (2600 souls).

SAN FRANCISCO POLICE: 3L units are Litter Patrol; 3X300 is Dayshift Patrol Commander; 3X301 is swing patrol commander. There no longer is 4X300. Hit and Run units are now 5B series.

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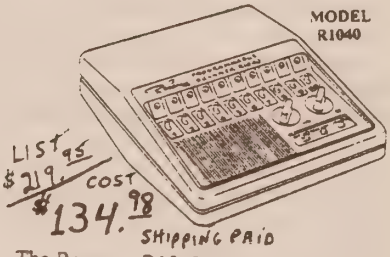

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PAID ADVERTISEMENT

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014),1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Greetings to all and welcome to Space Comm March, 1983. I recently recieved a letter from a member asking for information on Amateur satellite Oscar 9(UO-9), so here goes a little info on this fascinating satellite.

UO-9 Amateur Satellite

Britian's first satellite for amateur radio operators was launched from Vandenberg AFB, Ca. on October 6,1981 as ballast for the Solar Mesosphere Explorer (SME) aboard the Delta Launch vehicle.
In place of the normal amateur communication transponders, Oscar 9 carries many beacons and experiments that should be of interest not only to amateurs, but science educators worldwide. The information below is a summary of the different beacons and scientific packages carried aboard this spacecraft.
Propagation experiment beacons: These beacons can be modulated (on-off AM keying) with Morse Code telemetry interspersed with a carrier or a continuous tone carrier. These beacons are phase referenced on 7.001, 14.001, 21.001 and 28.001 Mhz. enabling simple AOS observation to indicate ionosheric paths. The satellite has been experiencing difficulties resulting in this experiment not being turned on. This should change by the time this column is in print.
General and Engineering Beacons: These beacons will send telemtry in ASCII, Baudot, Voice, AFSK, and Morse Code from the primary spacecraft computer, speech synthesizer, and camera imaging units. Both beacons transmit NBFM with $\pm$ 5 KHz. deviation. The General beacon on 145.825 MHz. will usually have different info than the engineering beacon operating on 435.025 MHz. The general beacon voice synthesizer was recently turned on and ye editor caught it using a ICOM 2AT HT with rubber duck antenna. The signal was full quieting and audible most of the pass. This beacon should be heard on any scanner equipped to recieve 145.825 MHz. FM.
S Band Beacon experiment: This beacon will operate on 2401.0 Mhz and will transmit the same data as the general beacon. Modulation will be NBFM $\pm$ 10 KHz. deviation. Polarization is Left Hand Circular.
X-Band beacon experiment: A steady carrier will be transmitted on 10.470 Ghz. for tracking and propagation studies. Polarization is Left Hand Circular.
Data transmission formats: High speed data at 1200 bps from the telemetry, computer and video display experiments are transmitted as phase-synchronous AFSK using 1200hz (0) and 2400HZ (1) synthesized tones. Data speeds other than 1200 bps are transmitted asynchronously using 1200Hz (1) and 2400Hz (0) tones, except Morse Code, for which 1200Hz. is used.
CCD Camera Imaging experiment: A two dimensional, charged coupled device imaging array should give images of the earth's surface and other data that can be loaded from earth command stations. A complete image dump will take 3.5 minutes and will be sent by both the general and engineering beacons. If demodulating equipment is available (converter), the pictures may be watched 'live'. The image can be put, I understand, on a home television set for viewing. As soon as information on the converters is available I'll pass the data on to the membership. The 1200 and 2400

Hz tones may be stored on an audio tape recorder for replay later.
Speech synthensizer experiment: A 120 word speech synthensizer based on the National Semiconductor "Digitalker" Intergrated circuit is under control of the primary onboard computer. Telemetry, spacecraft status, programs, orbital data and general spacecraft news can be encoded in English and relayed via the general and engineering beacons.

For those of you who have computers and would like to track this satellite I have enclosed the latest set of Kepplerian elements available at deadline.

Satellite No. 12888	Identifier: 81-100B	Element Set: 374
Issue date: 1-3-83	Ref Epoch : 82-364.34834762	
1st Derivative Mean Motion: 0.00011493		Inclination: 97.5234
RAAN: 325.3975	Eccentricity: 0.0003163	ARG of Perigee: 146.9511

Mean Anomoly: 213.1925 Mean Motion: 15.19982600
Reference Epoch Revolution: 6813

I do have a two page info sheet on UO-9 and if you would like a copy send 25¢ and a SASE to my address and I'll forward a copy of it to you.

Anyone desiring to exchange information on the Russian space program manned or unmanned drop me a line or two and I'll see if we can't set up an exchange program of information, frequencies, orbital data, telemetry decoding information, et al. I am currently writing to Primer for the SPEEDX Utility Guide on HF satellite systems and all help is most appreciated.
So much for this month, Best of 73's to all and see you again next month.
KA5PAE/WDX5FAO.....

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:
Gary L. Sturm, 48781 Denton Rd., Apt. 37 Belleville, MI 48111.

CHASING A SPECIAL MOVIE TRAIN

On December 3, 1982, Amtrak operated a special train from Los Angeles to Santa Barbara CA and return for the purpose of filming television commercials. Filming was done both on board and from the ground along this scenic portion of Southern Pacific's coast route. For your editor, tagging along by automobile, the scanner was most valuable for keeping tabs on the train's location and activities. A trainmaster aboard the passenger cars was relaying instructions to the engineer on where to stop, what speed to run, etc., using the SP road channel, 161.550 MHz.

On the northbound portion the crew was concentrating on interior shots and only two stops were made. The return trip from Santa Barbara to Los Angeles was even more interesting. The train stopped at a siding called Seacliff, where most of the film crew detrained with their equipment and boarded a highway bus that was waiting for them there. The bus took them ahead to a spot where the tracks run right on the beach and they set up for filming the train as it passed by them. Your editor had guessed that the film crew might be using their own radios and had taken the trouble to look in Police Call to see which frequencies are assigned to the motion picture industry. There are about ten of them which fit nicely in a BC-100 along with the Southern Pacific channels. Sure enough, it turned out one of the film crew was in the cab of the locomotive and was talking to his cohorts on 173.375 MHz. They were telling him when they were ready for the train to proceed and when to blow the whistle. By monitoring this and the SP road channel one could hear all the action! The train made two passes by the cameras, then the film crew moved ahead to a bridge and shot footage of the train as it crossed. That finished the day's work and the train headed back to Los Angeles.

The commercials were supposed to begin airing on nationwide TV on January 17. Perhaps by now you have seen them.

—Bill

READER ASSISTANCE REQUESTED

We need assistance with finding out if the following railroad frequencies for areas and railroads are in use. Please refer to our articles in the September and October 1982 Newsletters, and attempt to determine the 'exact' nature of the use for each channel you find active. We appreciate your assistance—it will help to provide a better magazine for our members.

Railroads continued

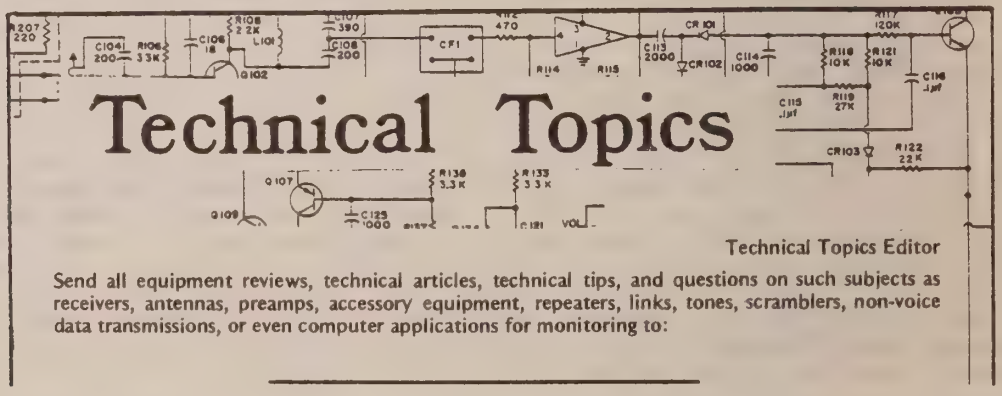
Chattanooga TN Southern Ry.	Pocatello ID Union Pacific	Kansas City KS Union Pacific	Memphis TN Illinois Central Gulf
160.500	160.230	160.230	160.335
160.905	160.350	160.260	160.590
161.250	160.410	160.290	160.620
161.325	160.530	160.425	160.650
161.475	160.590	160.440	160.680
161.490	160.650	160.470	160.740
161.565	160.680	160.590	160.785
160.245	160.740	160.680	160.920
160.830	160.800	160.740	161.010
160.950	160.860	160.770	161.100
	161.070	160.830	161.190
	161.400	160.890	161.250
	161.025	160.920	161.280
	160.290	160.980	161.400
	161.520	161.025	161.460
		161.160	
		161.310	
		161.370	
		161.550	

COMPREHENSIVE NEW FREQUENCY LIST

Available now! The latest edition of the "Compendium of American Railroad Radio Frequencies". Compiled by Gary L. Sturm and Mark J. Landgraf and computer-typeset by Bill Farmer. Includes listings for over 460 U.S., Canadian and Mexican Railroads, Industrials, Tourist and Museum operations, and Rail Transit Systems. No other frequency guide as complete. Over 140 frequency listings for the Santa Fe RR alone! For your copy mail a check for $8.00 (first class postage included) to:

Mark J. Landgraf
22-4 Woodlake Road
Albany, NY 12203

That wraps it up for this month—please send us any railroad radio information you have so we can pass it along to everyone.—Gary & Bill


Technical Topics
Technical Topics Editor
Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

The following material is - once again - from Bob Q. (IL 157). Thanks, Bob. Ed.

M.S.C. Meteor Scatter Communication or Meteor Burst Communication is a new development in the communications field which sounds like something out of Buck Rogers or Flash Gordon. This system uses the principle of particles, some small, others the size of huge rocks, entering the earth's atmosphere thousands of times a second. Upon entry they heat up to extreme temperatures and are ionized. This ionization causes molecules to condense and reflect radio waves back to earth at approximately 60 miles above the earth's surface. This reflection is similar to a man-made satellite used for advanced communications. Anyone who has seen a meteor enter the earth's atmosphere knows it can last from a few seconds to almost a minute.

This limits the time that the meteor can be used. If you store the data in a computer, you can transmit it in a few seconds (burst of data) into space before the reflector is gone.

The usage of this system can vary - oil exportation, weather data, wind speed, temperatures of water, or pollution control. Remote site monitoring includes such as that at Mt. St. Helens, icebergs, or communication with remote crews. The U.S. Navy has done experiments with ship tracking, aircraft, and navigation buoys.

There are two major networks in use now--SNOTEL (Snowpack Telementry System) and AMBCS (Alaskan Meteor Burst Communication System). There are 500 data sites in 11 states for monitoring data. The unit is solar powered. For remote sites the data can be transmitted 800 to 1,000 miles with a high-gain antenna--a 1,000-watt antenna is often used. This system is usable even in strong sunspot activity with satisfactory results either half duplex or full duplex.

Data can be sent at two to four kilo bit rates (a kilo bit is 1,000 bits of data per second). The increased gain beam cuts down reception time. There are three pieces in the unit: one master station and two remote data terminals. The costs are about $10,000 for remote data terminals and $40,000 to $100,000 for the base station. Performance is good and can be customized to the user's needs. The system was designed by MCC Kent of Washington.

Sure beats a string and two old cans! Ha!!

Well, happy monitoring

Bob Q.
IL157

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 424 W. 22nd St., Norfolk, VA 23517

HELLO AND WELCOME TO THE MARCH EDITION OF YOUR VHF MARINE COLUMN. BEFORE I START I AM SURE THAT YOU HAVE NOTICED SOME CHANGES IN THIS COLUMN. THE FEBRUARY COLUMN WAS WRITTEN ON A RADIO SHACK COLOR COMPUTER USING THE SCRIPSET PROGRAM. THIS MONTH I HAVE TRADED IN MY COLOR COMPUTER FOR A TRS-80 MODEL III COMPUTER. I AM WRITING THIS COLUMN WITH IT'S SCRIPSET PROGRAM. I AM STARTING SCHOOL TOMORROW TO LEARN HOW TO USE THIS MACHINE.

REPORTS HAVE NOT COME IN AS FAST AS I THOUGHT THEY WOULD.OUR FIRST REPORT COMES FROM MIKE (CAN.092).IT CONCERNS THE VANCOUVER AREA,ON CANADAS WEST COAST.
CH.6(156.300)SHIP TO SHIP,CH.7(156.350)RIVER TOWING CO.,CH.10 (156.500)SEASPAN TOWING CO.,CH.11(156.550)VANCOUVER TRAFFIC CONTROL "STRAITS OF GEORGIA",CH.12(156.600)VANCOUVER TRAFFIC CONTROL "VANCOUVER HARBOUR",CH.14(156.700)VANCOUVER TRAFFIC CONTROL"STRAITS OF JUAN DE FUCA",CH.16(156.800)VANCOUVER COAST GUARD,CH.18(156.900) GULF TOWING CO.,CH.21(161.650)WEATHER INFO.,CH.22(157.100)VANCOUVER COAST GUARD,CH.21B-(157.05)VANCOUVER COAST GUARD,CH.23(157.15/161.75) BRITISH COLUMBIA TELEPHONE,CH.24(157.2/161.8)BRITISH COLUMBIA TELEPHONE,CH.25(157.250/161.850)BRITISH COLUMBIA TELEPHONE,CH.26

(157.3/161.9)COAST GUARD/MARINE OFFICE OF TRANSPORT VANCOUVER,CH.27 (157.35/161.95)BRITISH COLUMBIA TELEPHONE-NANAIMO,CH.28(157.4/162.0) PACIFIC NORTHWEST BELL-BELLINGHAM,CH.74(156.725)VANCOUVER TRAFFIC CONTROL"FRASER RIVER",CH.82A(157.125)COAST GUARD SEARCH FREQUENCY, CH.83(157.175/161.775)COAST GUARD,CH.84(157.225/161.825),CH.86 (157.325/161.925)BRITISH COLUMBIA TELEPHONE-NANAIMO,CH. 87 (157.375/161.975)BRITISH COLUMBIA TELEPHONE-NANAIMO,CH.88 (157.425/162.025)BRITISH COLUMBIA TELEPHONE-NANAIMO.
NOTE:: ALL FREQUENCIES ARE FROM VANCOUVER UNLESS OTHERWISE NOTED. MIKE ALSO STATES THAT VANCOUVER IS THE SECOND LARGEST PORT IN NORTH AMERICA AFTER NEW YORK; WHICH MAKES FOR SOME INTERESTING LISTENING. ALSO NOTE THAT THEIR ARE SOME DIFFERENCES BETWEEN CANADIAN AND AMERICAN FREQUENCIES.IN AN UPCOMING COLUMN I WILL COMPARE FREQUENCIES.MIKE ALSO INCLUDED A MAP OF THE VANCOUVER TRAFFIC CONTROL SYSTEM

FROM DOUGLAS(CAN.041)COMES THE FOLLOWING INFORMATION.THE FREQUENCIES FOR THE NIGARA FALLS TOUR BOATS ARE:"MAID OF THE MIST" 156.900,AND THE ROYAL HYDROFOIL CRUISES IS 158.940.
ST.LAWRENCE SEAWAY AUTHORITY:156.550,156.700,156.800,156.650
QUEBEC & ONTARIO TRANSPORTATION,LTD:156.975 & 157.025
ALGOMA CENTRAL RAILWAYS(MARINE DIVISION):156.800 & 156.925
CANADIAN TRANSPORT DEPT.MARINE FREQUENCIES:162.025/157.425, 161.950/157.350,161.900/157.300,161.650,157.100,156.950,156.800, 161.755 (WEATHER BROADCASTS).

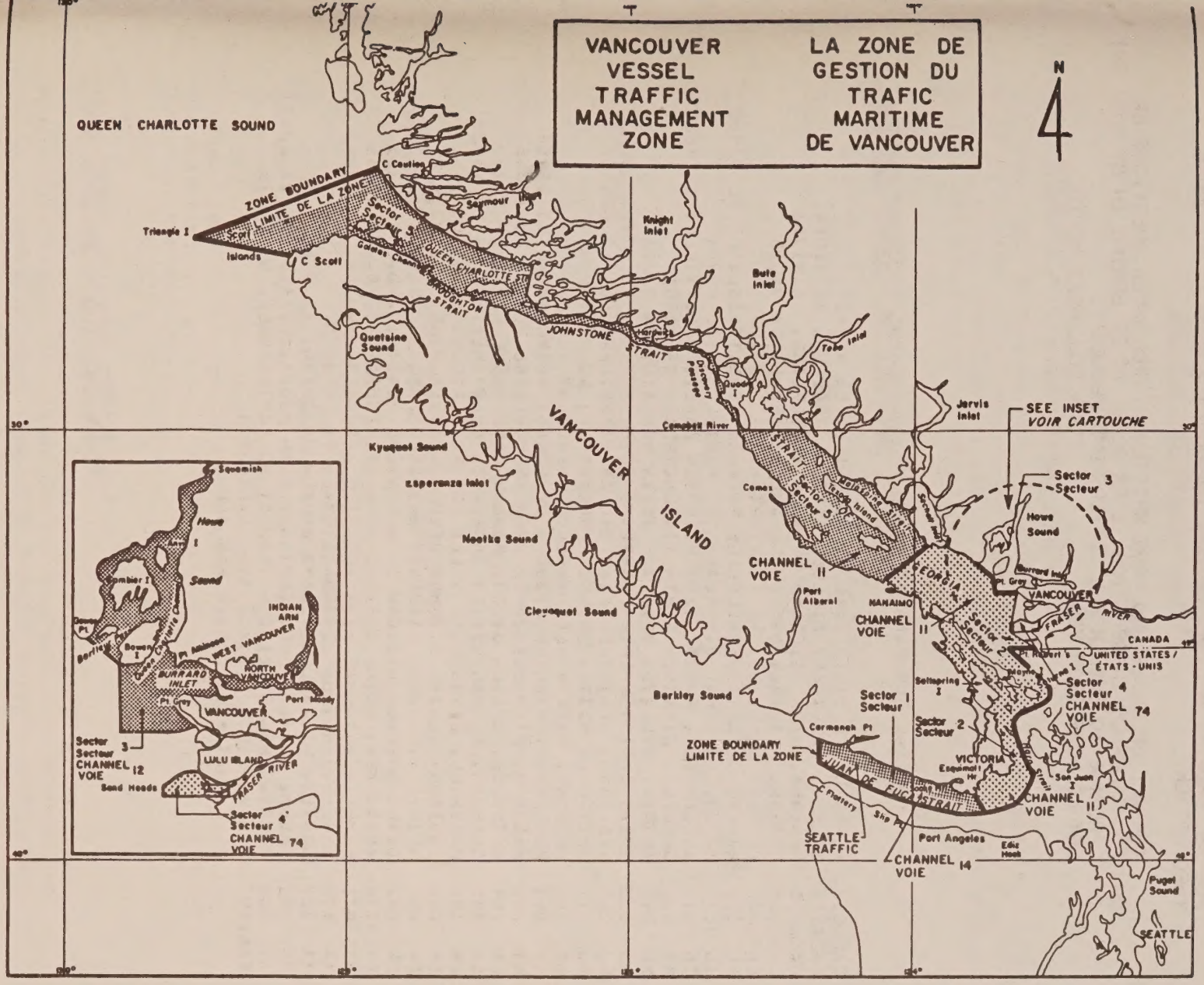
AGAIN FROM CORNELIA(DEL.)SHE HAS SOME NEWS TO REPORT FROM THE DELEWARE BAY AREA.SHE STATES HOW SHE HEARD THE USS SARATOGA GOING OUT ON SEA TRIALS.AND HOW THE COAST GUARD WAS WARNING EVERYBODY TO KEEP A GOOD DISTANCE AWAY.ONE OTHER PROBLEM THEY ENCOUNTERED WAS FOG. VISIBALITY WAS DOWN TO AS LOW AS A QUARTER MILE.THEY TOOK SO LONG TO GET THE SARATOGA FROM PHILADELPHIA TO SEA,THAT THE COAST GUARD CUTTER FROM BASE GLOUCESTER WAS ORDERED TO REFUEL AND LAY OVER FOR THE NIGHT AT CAPE MAY COAST GUARD STATION.
CORNELIA ASKS IF THE NAVY SHIPS GOING OUT OF HAMPTON ROADS HAVE COAST GUARD ESCORTS? YES. THE COAST GUARD CLOSES THE CHANNEL DOWN COMPLETELY FOR THE MOVEMENT OF ALL AIRCRAFT CARRIERS SINCE THEY TAKE UP ALL OF THE CHANNEL.THE SMALLER SHIPS SUCH AS CRUISERS AND DESTROYERS PROCEED ON THEIR OWN WITHOUT ESCORT.

FROM BRUCE(CAN.019)COMES THE FOLLOWING INFORMATION FROM THE SAULT STE.MARIE AREA.CH.8(156.400)U.S.STEEL SUPPLY BOAT,CH.12 (156.600)SOO RIVER CONTROL,CH.14(156.700)SOO LOCKMASTER,CH.16(156.8) CALLING & DISTRESS,CH.21A(SC-157.050)USCG WORKING CHANNEL,CH.22A (157.100)COAST GUARD LAISON AND WEATHER,CH.23A(157.150)USCG WORKING CHANNEL,CH.26(S-157.300/C-161.900)CANADIAN WEATHER,161.650-MARINE WEATHER-CANADA,161.775 MARINE WEATHER-CANADA,162.550-WX-1-MARINE WEATHER FROM THE U.S.

FROM LARRY(MI.-001)HE STATES THAT HIS FAMILY HAS A NORTHERN COTTAGE WHERE HE TRYS TO SPEND AS MUCH TIME AS POSSIBLE.THE VHF MARINE RADIO BAND IS VERY ACTIVE IN THIS AREA.THE COAST GUARD IS ALWAYS ON THE AIR TRYING TO SOLVE SOMEONES PROBLEMS. HE ALSO STATES THAT HE LISTENS TO THE FOLLOWING WEATHER FREQUENCIES:161.19,161.65 & 161.775.

AT THIS POINT I WOULD LIKE TO ASK ANY MEMBER OUT THERE IN THE US CANADIAN BORDER AREA IF THEY CAN SUPPLY ME WITH A LISTING OF CANADIAN MARINE FREQUENCIES SO THAT I MAY PUBLISH THEM FOR COMPARISION TO OUR US FREQUENCIES. THIS NEEDS TO BE DONE BECAUSE OF THE LARGE AMOUNT OF CANADIAN REPORTS THAT I HAVE BEEN RECEIVING.SOMETIMES THE FREQUENCIES GET US A LITTLE MIXED UP WHEN WE SEE NUMBERS THAT DO NOT CORRESPOND WITH OUR KNOWN CHANNELS.

ALSO I WOULD LIKE TO HEAR FROM ALL READERS ON IMPROVEMENTS AND CRITISMS OF THIS COLUMN AND HOW TO MAKE IT BETTER. I BELIEVE IN KEEPING AN OPEN MIND.AND AFTER ALL;THIS COLUMN IS BEING WRITTEN FOR ALL YOU READERS OUT THERE.SO WHY NOT HAVE A SAY IN WHAT GOES IN IT.


VANCOUVER VESSEL TRAFFIC MANAGEMENT ZONE
LA ZONE DE GESTION DU TRAFIC MARITIME DE VANCOUVER
4
N
QUEEN CHARLOTTE SOUND
ZONE BOUNDARY
LIMITE DE LA ZONE
Triangle I
Scott Islands
C Scott
C Caution
Seymour Inlet
Knight Inlet
Bute Inlet
Toba Inlet
QUEEN CHARLOTTE STR
GOWLAND HOUGHTON STRAIT
JOHNSTONE STRAIT
Quatsino Sound
Kyuquot Sound
Esperanza Inlet
Nootka Sound
Clayoquot Sound
VANCOUVER ISLAND
Campbell River
Discovery Passage
Quadra I
Jervis Inlet
SEE INSET
VOIR CARTOUCHE
Sector 3
Secteur 3
Sector 5
Secteur 5
Sector 2
Secteur 2
Sector 1
Secteur 1
Sector 4
Secteur 4
CHANNEL 11
VOIE 11
CHANNEL 74
VOIE 74
CHANNEL 14
VOIE 14
Comox
Texada Island
Malaspina Strait
Powell River
Howe Sound
Georgia Strait
Nanaimo
Port Alberni
VANCOUVER
FRASER RIVER
CANADA
UNITED STATES / ÉTATS-UNIS
Saltspring I
Berkley Sound
Cormorant Pt
ZONE BOUNDARY
LIMITE DE LA ZONE
JUAN DE FUCA STRAIT
VICTORIA
Esquimalt Hr
San Juan I
C Flattery
Ship Pt
SEATTLE TRAFFIC
Port Angeles
Edis Hook
Puget Sound
SEATTLE
Squamish
Howe Sound
Gambier I
Bowen I
Pt Atkinson
INDIAN ARM
WEST VANCOUVER
NORTH VANCOUVER
BURRARD INLET
Pt Grey
Port Moody
VANCOUVER
LULU ISLAND
Sand Heads
FRASER RIVER
Sector 3
Secteur 3
CHANNEL 12
VOIE 12
Sector 4
Secteur 4
CHANNEL 74
VOIE 74

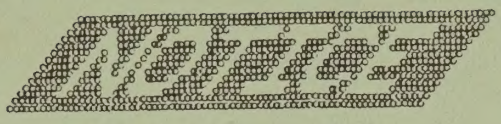
VHF Marine continued

NOW THAT THE NORTHEASTERN ATLANTIC COAST,NEW ORLEANS AREA,GREAT LAKES AREA,MID-ATLANTIC COAST AREA,WEST COAST OF FLORIDA AREA, & THE WEST COAST OF CANADA, HAVE REPORTED IN. WHERE ARE ALL THE OTHER AREAS? NOTHING FROM THE SOUTHEAST ATLANTIC COAST,GULF COAST,MISSISSIPPI RIVER AREAS,PACIFIC COAST OF THE U.S.,ALASKA AND HAWAII. I KNOW THAT WE HAVE MEMBERS IN THESE AREAS. SO WHY DON'T YOU PLEASE DROP ME A LINE.THE PURPOSE OF THIS CLUB IS TO SHARE INFORMATION.

FOR ALL OF THOSE WHO HAVE WRITTEN IN AND ASKED QUESTIONS OR WANTED FREQUENCY INFORMATION: I AM SORRY TO BE BEHIND IN MY MAIL BUT I DO PROMISE TO ANSWER ALL LETTERS AND REQUESTS.
LET ME HEAR FROM YOU. 73'S TILL NEXT MONTH.

PARTIAL NEW MEMBERS LIST

CALA518 KERN, DAVID ;1018 LAKE ST 3;VENICE, CA 90291
CALA519 STUBBE, GENE;2847 MALCOLM AVE;LOS ANGELES, CA 90064
CASB055 PEREYRA, JACK D;1018-B W ARROW HWY;UPLAND, CA 91786
CASM026 CORNYN, PHIL;401 SAN BRUNO AVE;BRISBANE, CA 94005
CATL002 DE FEE, DAN;13611 RD 144;TIPTON, CA 93272
FL 168 MAHER, GLENN;1685 ROCHELLE PARKWAY;MERRITT ISLAND, FL 32952
ID 011 SMIDT, BARBARA;4816 ADAMS ST -38;BOISE. ID 83704
IN 075 ROESEMEIER, RANDY A;243 FAIRVIEW LANE;SCHERERVILLE, IN 46375
KS 032 GREGORY, RICK;525 E 8TH ST;CONCORDIA, KS 66901
MN 040 ALTNOW, BILL;701 BELGRADE AVE;N MANKATO, MN 56001
NJ 168 GUBA, CHRISTOPHER;85 PORTLAND RD;HIGHLANDS, NJ 07732
NJ 169 RENDENNA, CHRISTOPHER;83 SYLVAN ST;RUTHERFORD, NJ 07070
NJ 170 WESTPHAL, MATT;9 ORANGE PLACE;WAYNE, NJ 07470
NY 246 CHINSKY, MARK;4 GLEN AVE;GLEN HEAD, NY 11545
NY 247 MC DONALD, WILLIAM E;276-A DE FOREST RD;MONTAUK, NY 11954
NY 248 FEDORIN, MICHAEL;120-12 23RD AVE;COLLEGE POINT, NY 11356
OH 144 HESELDEN, STEVEN B;3872 MEADOW LANE;GROVE CITY, OH 43123
OH 145 SCHREIN, NORMAN H;1107 SHAREWOOD COURT;KETTERING, OH 45429
OH 146 MARSHALL, DAVID B;50 VILLA RD;SPRINGFIELD, OH 45503
OR 060 EGGIMAN, HOWARD J;1589C DEEDON ROAD;LA PINE, OR 97739
OR 061 KLINE, T.F.;2032 KIMBERLY DRIVE;EUGENE, OR 97405
OR 062 DEAN, STEPHEN F;11048 SW GREENBURG -241;TIGARD, OR 97223
PA 179 ALEXANDER, BRIAN L;433 S YORK ST;MECHANICSBURG, PA 10755
RI 021 PIMENTAL, THOMAS R;32 WOODSIDE AVE;WEST WARWICK, RI 02893
TX 126 ROGERS, ANN;BOX 225;CHRISTOVAL, TX 76935
TX 127 DAVIES, RICHARD D;1516-D BROADMOOR;BRYAN, TX 77801
VA 072 BALLA, DAVID M;5001 SEMINARY ROAD -1605;ALEXANDRIA, VA 22311
WI 060 BARRY, GREGORY;2150 S 16TH ST NO 4;MILWAUKEE, WI 53215
CANA097 DES JARDINS, REJ;BOX 995 BANCROFT;
ONTARIO, CANADA K0L 1C0



The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

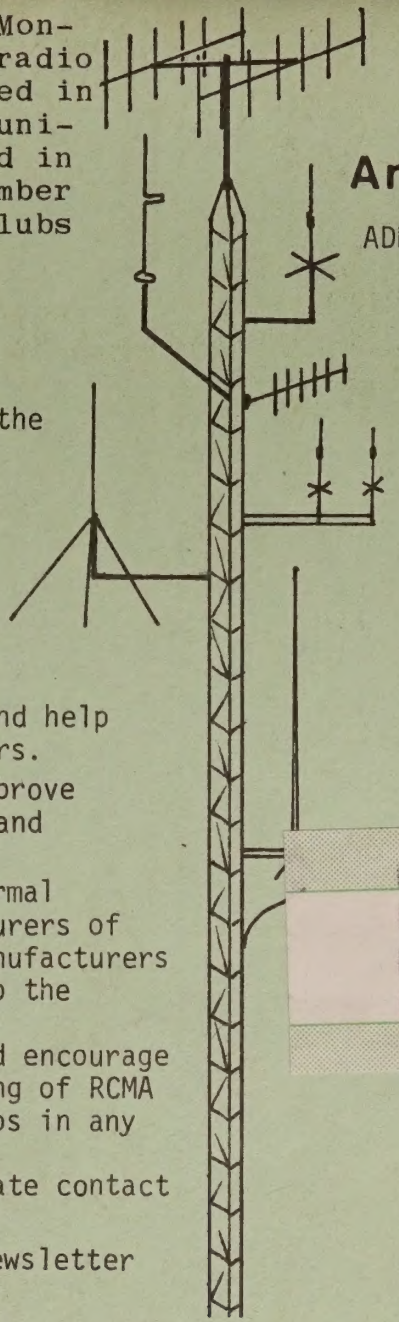
MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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